The New-York Times.

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THE GREAT CALAMITY.

Heart-Rending Details—Stories from the Lips of Survivors—Instances of Heroism—Brutality of the Crew.

Special Dispatch to The New-York Times.

HALIFAX, N. S., April 3.—The wreck continues to be the subject of conversation everywhere. The papers give full details of the disaster and the statements of most of the officers. Capt. Williams is censured by the people here for his conduct, and the feeling is general that there should be a searching investigation. Capt. Williams went down to the scene of the wreck to-day to look after property. About 200 passengers were forwarded by the steamers Chase and Delaware to Portland to-night, and with them the only little boy who was saved from the wreck. His name is John Hendley, and he is eight years. He has lost father, mother, and brothers, but has sisters living in New-York. The boy made his escape through a port-hole, and held on to the rail until forced to let go and get in the rigging, where he was afterward rescued.

RELIEVING THE SURVIVORS.

The citizens were kind to the survivors, and have got clothing and all other necessaries extensively. All are well cared for, and the City and Provincial Governments have arranged to have them comfortably looked after while they remain here.

THE WRECK.

The weather is fine to-day, and hopes are entertained that the greater portion of the cargo will be saved. The vessel is in the same position still, with her bow and masts out of water.

BARBARITY.

Statements are made that the crew of the ship indulged in plunder of dead bodies, and one instance is related of a wretch who mutilated the hand of a lady to obtain possession of a diamond ring on her finger.

THE DEAD.

The bodies of Mr. and Mrs. Fisher, of Vermont, and Miss Merritt, of Chicago, were washed ashore yesterday, and lay side by side among eighty others. Their bodies will be forwarded to their friends. A large number of coffins have been made here and sent down to the scene of the wreck, in which to inter the dead. One woman, a steerage passenger, was confined only six hours before the disaster. Several passengers with life-boats were overturned and drowned before assistance could be rendered. Others who had life-buoys and endeavored to reach the rock by means of the line from the vessel, had not adjusted the buoys properly, and the lower part of their bodies being buoyed up while their heads went down, were drowned before reaching the rock.

A MORE FRIGHTFUL MANNER OF DEATH.

At one time during the weary watch before dawn, the foreboom broke loose from its fastenings, and swinging round, instantly crushed to death about twenty persons who were gathered on the house on the deck.

INCIDENTS.

Among the passengers was one who had been in the United States some time, and had proceeded, a few weeks before, to England, to bring his wife and family of five children out to the new home he had provided for them in the New World. They all perished.

Several of the passengers who landed from the Delta, yesterday, were considerably bruised about the body and lower limbs. One man had both legs broken, and others were so sore from being knocked against the rocks that they were scarcely able to stand. Three or four were sent to the hospital last night.

Three men reported saved, whose names were unknown at the time, have since arrived here. They are James Bateman, of London; G. B. and Edward Mills, of Belfast, Ireland. Bateman was the only one who succeeded in getting his wife upon the rigging, where she died from exposure.

Among the steerage-passengers who gained the deck were a young Englishman and his wife and child. Just after they had succeeded in getting into the mizzen rigging, a wave snatched away the child. Immediately afterward an order came from the Captain for all who could do so to get into the fore rigging, because that part of the vessel was highest and less exposed. The young woman said she was too much exhausted to attempt to move, but entreated her husband to go and save himself. He did so, but Mr. Firth, the Chief Officer, refused to leave her, and stood by her until she died and dropped into the sea, and then it became impossible for him to shift to a place of greater safety. He was the last person taken off.

The survivors say it was a fearful sight to witness the manner in which many met their death. Unable to reach the deck in consequence of the jam in the gangway, they rushed through the port-hole only to be seized by the waves and dashed to death against the sides of the vessel.

STATEMENT OF QUARTERMASTER THOMAS.

Quartermaster Thomas makes the following statement:

At 2 o'clock, I went upon the bridge with the Second Officer, Mr. Metcalf. I told him not to stand into the land so, as the ship had run her distance to make the Sambro light from my calculations. He told me that I was neither captain nor mate. I then went to the fourth officer, Mr. Brown, and asked him if I should go on the main yard, as he could not see the land until he struck on it. He told me that it was no use for me to go up. I then relieved the man at the wheel, and at 2½ the second officer told the Captain, who was reposing in the chart-room, that weather was getting thick. The second officer went outside of the chart-room, when the man on the lookout called out "Ice ahead," and the second officer ran and told the Captain that they were among the ice, and shortly afterward the ship struck. The time was 3:16. I put the helm "hard starboard" and reversed the engines full speed hard astern. I left the wheel-house and went to the after wheel-house and got the axes out and distributed them for the purpose of cutting away the tackle about the boats. A little boy and his mother, named Munsey, both steerage passengers, with her brother Alfred Munsey, from London, were lost. She said, "Robert, where are you?" and called to us to save her. I took the mother and child on the saloon-deck, and told them to stay there until I could get the boats clear to put her and her boy into. The ship suddenly listed over, and they lost their hold on the rail, were swept overboard and sunk. I think they have some friends or relations at Yonkers, Westchester County, N. Y. Wm. Purdy, Quartermaster, was the first that attempted to swim ashore. I swam on shore and landed on the rock. I traversed from rock to rock, falling sometimes from exhaustion, with this man with me, until I found the signal-post, a place where the fishermen have to look out and signalize to the boats, and I then called out for help. Two old men and a boy came to our assistance. I went to the house with them, and procured a line and retraced my steps to the beach, where I saw a lot of passengers and crew upon the rock. Speakman, the Quartermaster, swam toward me with a line from the rock, and I threw my line and caught him and pulled him ashore. As soon as I had done this we hauled in the line, which he had from the rock, and made fast the end of my line to it, so as to make it stronger. As soon as I got the line made fast I told those that were on the rock to come on shore one by one as I would save them. The first man saved in this way I don't know, but the second one was Mr. Brady, third officer. I saved in this manner about seventy, as near as I can remember. In some instances, as the line was some distance overhead, and the persons too exhausted, I had to reach down and pull them up. Some I had to go into the water for—it being out of my depth—with a line fastened round my waist. In this manner the two old men would drag me, and the man I rescued, ashore. I remained there from 4 o'clock till 9, when I fell down through exhaustion. One of the stewards and some body else came and relieved me, and I was carried away to a house, where I was kindly cared for. The chief steward and another man that threw his arms around the steward's neck when coming ashore on the rope, were drowned at my feet.

This statement is corroborated by that of another Quartermaster.

INVESTIGATION.

It is not true that the Collector of Customs has been ordered to hold an investigation. None of the officers or men are detained in custody to give evidence. The statement is made in the evening papers to this effect, but it is authoritatively denied by Collector McDonald.

Accounts from Other Sources.

HALIFAX, N. S., April 3.—Some of the incidents of the disaster, as related by the survivors, are harrowing. At one time during the weary watch before dawn the fore-boom broke loose from its fastenings, and swinging around instantly crushed to death about 300 persons, who were gathered on the house on deck. Several passengers are reported to have been drowned by life-boats, which, not being properly manned, overturned and drowned the unfortunates before assistance could be rendered. Some of them who had life-buoys endeavored to reach the rock by means of the line from the vessel, not having them properly adjusted, but on the lower part of their bodies, were floating with their heads down, and in this way many were drowned before reaching the rock. One young man with no clothing save a shirt and vest, and two life-buoys fastened around his body, leaped into the water and attempted to reach the rock. The passengers who give this statement say they endeavored to dissuade him from the attempt, but he persisted, and when finally they were rescued and landed on the shore, the body of the young man who perished in his attempt, was the first they saw, and the life-buoys were still on the body. Among the passengers was a native of the old country who had been in the United States for some time, and had lately returned to England to bring his wife and family of five children to the home he had provided for them in the new world. They were on board the ill-fated Atlantic, and father, mother, and children all perished. Several of the passengers who were landed from the steamer Delta yesterday were considerably bruised about the body and lower limbs. One man had his two legs broken, and others were so sore from being knocked against the rocks that they were scarcely able to stand. Three or four had to be sent to hospital last night. The survivors say it was a fearful sight to witness the manner in which many of the unfortunate persons met their death. Unable to reach the deck in consequence of the jam in the gangway, several rushed through the port-hole, only to be seized in the iron grasp of the merciless waves, and dashed to death against the sides of the ship.

STATEMENT OF A YOUTH.

The only youth saved from the wreck makes the following statement:

My name is John Hinley. I am about twelve years of age. I got on board the Atlantic at Liverpool, with my mother, father, and young brother. We all belonged to Ashton, Lancashire. The first thing worth mentioning that he knew of was, that he was asleep in his berth when a great noise awakened him, although he did not hear any voices. There seemed to be a great rush, and he stumbled out of bed and into the crowd. The greater portion passed him, but he saw six men crowding into a top berth in the upper steerage, and he followed them. One of the men broke through a window and got out, and the boy did the same, one kind-hearted individual pushing him through before he had made the egress himself. Once outside he held on by the ropes until himself and his companions were rescued by the life-boat. What became of his parents and brother he did not know, but it is certain that they were drowned. The family were on their way to New-York at the invitation of two married daughters who had settled there.

A BRUTAL CREW.

The crew was one of the hardest that was ever gathered in any vessel. They were picked up about the Liverpool wharves and docks, and it was with the greatest difficulty that they were kept under control during the voyage. The storekeeper states that one of them made an attempt to snatch his watch and chain one night, but was foiled. On another occasion, during the storm of the 25th of March, he states that some of the crew attempted to break into the spirit-room, and it was for a while feared that force would have to be used to prevent them. When the boats came from the shore to rescue the survivors the sailors repeatedly pushed the passengers aside, or knocked them down and jumped into the boats themselves.

QUARTERMASTER RAYLANCE'S STATEMENT.

Quartermaster Charles Raylance says: About 3:20 o'clock I have the log, and the ship at that time was going at the rate of twelve knots per hour. I went into the aft wheel-house, and was looking through one of the windows, when I fancied I saw breakers on the starboard side. I then ran forward to the look-out man on the bridge, and I asked him if he did not think there were breakers on the starboard side. He reported to the second officer, who telegraphed to the engine-room to reverse the engines full speed astern. We both then jumped off the bridge together on to the deck. Then he gave me orders to call all hands on deck. I ran forward and burst the quarter-masters'-room open with my foot, and all of them, three in number, got out through the panel of the door. Then I and one of them went aft and got out the rockets, and fired about eight, when the rocket-box rolled away from us. The Captain gave orders to get the boats clear and save the passengers. I and the Captain went to No. 3 boat, and were getting her clear, when he asked me if the plugs were in her. I told him they were not. As the passengers were huddled together in the bottom of the boat, crying, I could not get the plugs in. The Captain then passed the order around for every one to look after themselves. I, with the Captain and a passenger, got into the main rigging and stopped there. The ship had previously keeled over, and I heard the Captain ask if any quartermasters were in the rigging. I answered yes, here is one. I then went up aloft by the main-topmast rigging, as the Captain gave me orders to unreeve the signal halyards to heave ashore. When I got up aloft the main-topsail brace was carried away, and I had to come down again. At that time the lines were ashore, and I assisted the Captain in getting to the forward rigging. The Captain and I cut the fore-brace and passed it to Mr. Brown, fourth officer, who sent it on and passed it ashore, by one of the other lines. By this time passengers were going ashore by the ropes, and the Captain gave orders for the passengers to jump and do the best they could for themselves. Then I heard Quartermaster Thomas sing out, "Stay where you are; a boat is coming to your assistance!" Therefore orders were given for the passengers and crew to stay where they were. When the boat did come, the sea running high, the boat could not render us any assistance, and the Captain, therefore, told the passengers to get ashore by the line, which they did. During this time two large boats were being launched which went to the rock, and were taking passengers off the rock to the island. The Captain, seeing this, told the boats' crews that those in the rigging were in the most imminent danger, more so than those on the rock, and to come and take them off first, as he was afraid the ship would break up, and he offered them £500 for every boat-load they would rescue. The boats then came to the ship and took the passengers from the rigging first. I then went myself, and one of the sailors carried me, as I could not walk myself, to one of the houses, where I was treated well.

Caring for the Survivors.

HALIFAX, N. S., April 3.—Every care and attention has been bestowed upon the survivors since their arrival here by the marine department, the city authorities, Cunard & Co., and by private citizens, many of whom have cheerfully contributed toward the distressed passengers and seamen. To-day the Archbishop of Halifax received the following from Mr. T. A. Vyse, Jr., of New-York:

Draw upon me for £100, and expend the same among the survivors of the Atlantic.

(Signed,) T. A. VYSE, JR., No. 831 Broadway.

Happily, the generous sum offered by Mr. Vyse will not be required, as the passengers desire nothing at present but to be speedily forwarded to their destinations.

A Schooner-Load of Coffins Sent to Prospect.

HALIFAX, N. S., April 3—Evening.—There is nothing of importance from the wreck to-day. A schooner loaded with coffins has been sent to Prospect. About 150 of the survivors left here for Portland on the steamer Chase, and more will go to-night. It is probable that an investigation, under the Dominion Shipping act, will be held. The officers and some of the passengers will remain here for a day or two, to give statements, if necessary, before the tribunal.

Insurance—Classification of Steerage Passengers.

LONDON, April 3.—The steam-ship Atlantic was insured in London companies for $150,000.

There were 760 steerage passengers on the ill-fated vessel.

The passengers and crew of the Atlantic, as she sailed from Liverpool, were classified as follows:

ENGLISH.—One hundred and ninety-eight men, seventy-four women, twenty-eight male children, and twenty-one female children.

SCOTCH.—Seven men and four women.

IRISH.—Forty-three men, eighteen women, and three children.

OTHER NATIONALITIES.—One hundred and fifty adult males, thirty-two women, nineteen male children, and eighteen female children.

A large number of emigrants embarked at Queenstown, making the total number of souls upon the steamer, when she sailed from that port, 952.

Of the passengers by the steamer Atlantic, 300 were booked from Cork and five from Plymouth. Great anxiety exists in those places as to their fate.

Captain's List—Saloon Passengers.

SAVED.	LOST.
Mr. Juela,	Mr. Merritt,
Mr. Levinson,	Mrs. Merritt,
Mr. Comack,	Miss Merritt,
Mr. Vick,	Mr. Fisher,
Mr. Kinane,	Mrs. Fisher,
Mr. Brown,	Miss Fisher,
Mr. Gardiner,	Miss Brodie,
Mr. Herzel,	Miss Barker,
Mr. Brandt,	Mr. J. H. Price,
Mr. Jones,	Mr. Kruger,
Mr. Allen,	Mr. Summer,
Mr. Richmond,	Miss Scrymser,
Mr. Markwald.	Mr. Brindley,
Total, 13.	Mrs. Davison,
	Miss Davison,
	Mr. Sheat,
	Mrs. Sheat,
	Master H. Sheat,
	Infant Sheat,
	Mr. Wellington,
	Total, 20.

LOST.—Purser, Chief Steward, Chief Engineer, Second Officer.

The Officers and Crew.

OFFICERS LOST.

Ambrose Worthington, purser.
Hugh Christie, chief steward.
Henry Metcalf, second officer.

OFFICERS RESCUED.

The following are the officers saved:
James A. Williams, captain.
J. W. Firth, chief officer.
Cornelius Brady, third officer.
John Brown, fourth officer.
Cuppaige, surgeon.

NAMES OF THE CREW RESCUED.

The following is a list of the crew saved:

John Baillie,	James McMullen,
Matthew Montgomery,	Henry Newton,
Thomas Dunn,	William Griffith,
Charles Dudley,	Patrick Matthews,
Samuel May,	Robert H. Walker,
John Monaghan	John Frederickson,
John Cosgrove,	William Hughes,
Daniel McNichol,	John Cummins,
George Cheers,	James Dunn,
Robert Atkins,	John Devine,
Walter Campbell,	Daniel Lane.
David Horn,	Alexander Norton,
Patrick Evans,	Daniel Mahony,
William Kiely,	John Kelly,
Owen Fostler,	Robert McFarlane,
Peter Burns,	Patrick Tuck,
John Murphy,	John Ryder,
Charles Royalance,	William Hennar,
James Connolly,	John Bulger,
John Gilbert,	Robert Payne,
P. Tapman,	Thomas Wilson,
George Sanders,	Alexander Lindsay,
Irving Stullaford,	George Anderson,
Arthur Wilding,	Patrick Evans,
Alfred Lower,	Frank Moffat,
John Simpson,	William Sunderland,
B. Acton,	John Sheridan,
Walter Donnelly,	George Myers,
William Patterson,	D. Davidson,
Robert Irving,	John Speakman—50.

A few others went to the city by land. Probably one-half the crew were lost.

Corrected List of the Steerage Passengers.

The following is a corrected list of the steerage passengers as far as can be ascertained. Those marked with an asterisk (*) are known to have been saved:

A.

*Anderson, Otto.	*Anderson, C.
Anderson, George.	*Andersen, Christopher.
*Anderson, O. R.	Allerecht, Henry.
*Anderson, M.	Alsopp, A.
*Anderson, Johans.	Adams, John.
*Anderson, Peter.	

B.

*Bateman, James.	Beedhan, Martha.
Ball, Edwin.	Benktssen, Susan.
*Braman, Alfred.	Bateman, Rosa.
Budham, Anthony.	*Brigelsen, August.
Baglan, Patrick.	*Bernden, Hans.
*Burns, Benjamin.	Broan, Bridget.
Bengeson, Anders.	Barry, Isabella.
Bengeson, Stephen.	Bell, Alice.
Boettcher, August.	Boswell, David.
Blake, William.	*Burns, Michael.
Blake, George.	Bjornson, C.
Blake, Thomas.	Brady, Philip.
*Bishop, Alf.	Barry, Carls.
*Booth, William.	Burn, J.
*Beering, Thomas.	Byrne, Thomas.
Barham, R.	*Bier, A.
*Barkman, John.	*Booth, Thomas.
Breas, Margaret.	*Barron, William.

C.

Calvert, David.	Corrigan, Margaret.
Calvert, A.	Cullen, Bridget.
Chapman, John.	*Coyle, Martin.
*Coughlin, Wm.	*Cuff, Thomas.
Craft, Neil C.	*Carroll, Joseph.
Cook, Lewis.	*Carroll, Patrick.
Cook, Frederick W.	*Chanson, C. M. H.
Cook, John E.	*Curing, Christian.
Cook, E. M.	*Classfieht, Clausen.
Cook, George H.	*Collins, Michael.
Carter, Richard E.	*Carlssen, John.
Cornwall, Stevens.	*Colsen, Theodore.
*Cornwall, Esas.	*Cornelms, C.
Christianson, Emil.	*Cunningham, Thomas.
*Carter, Robert.	*Carmody, M.
Clegg, William.	*Christeasm, M.
*Cunningham, William.	*Cameron, Alexander.
Carden, Alice.	*Connolly, Thomas.
Carden, Margaret.	*Connolly, Patrick.
Cassidy, Catherine.	*Crismcratt, Chris.
Crawford, Eliza.	*Cunningham, Michael.
Carlson, Matilda.	*Chanlain, Michael.
Cook, Annie.	Carlsen, M. S.
Cook, Caroline.	Carlinson, O.
Carter, Annie.	Crawford, E.
Crawford, Sarah A.	

D

*Doherty, Edmund.	Day, Henry.
*Dunn, P.	De Pasti, Guiseppe.
*Dinotoe, John	De Pasti, George.
*Dorcan, James.	Durr, W. H.
*Doyle, James.	Douglass, George.
*Deer, Johannes.	Devlin, Arthur.
*Drumbuski, Frederick.	Dunwoody, Josh.
*Doyle, Edward.	Donovan, Denis.
*Driscoll, Cornelius.	Donovan, James.
*Donnelly, Owen.	Darnbow, William.
*Donnelly, John.	Derrick, Patrick.
*Dondler, W.	Dambrowskie, Annie.
*Doyle, John.	Doyle, Mary.
*Dalton, John.	Dunwoody, Jane W.
Danley, Owen.	Donovan, Mary.
Danley, A.	Downs, M., and two adults.
Dethalff, Joseph.	
Devlin, Arthur.	

E

*Egan, Edward.	Engler, Christian.
*Ellinger, Emile.	Engler, John George.
*Elly, John C.	Engler, Dorothea.
*Eidake, August.	Engler, Margaret.
*Erison, Marcus.	Engler, Magdalen.
Eskelason, Olaf.	Engler, Christina, (infant.)
Edwards, Henry.	Eredenberg, Rosie.
Engler, Andrews.	Engler, Elisa.
Engler, Andrias.	Eisenberger Verona.
Engler, David.	

F

*Fungo, John.	Foster, Owen.
*Flinn, Simon.	Fielden, Alfred.
*Falk, Mr.	Fletcher, George.
*Fiegins, Edward.	Flynn, Bridget.
*Frum, John.	Fitzpatrick, Mary.
*Foley, James.	Fletcher, Hannah.
*Farrell, Thomas.	Finley, J.
*Flanagan, James.	

G.

*Greener, M.	Gutatbuler, John.
*Giovani, Alliarte,	Goodes, Jean.
*Gundersen, Osmond.	Grime, Kish.
*George, Richard.	Groates, George.
*Groom, Charles.	George, Richard.
*Gayner, Edmund.	Gustafsen, Jane.
*Graceford, Patrick.	Gustafsen, Brugta.
*Gustave, A.	Gensdotter, Anna.
*Glanfield, William.	Giger, Duetta.
Golden, John.	Golden, Jane M.
Gustafson, Ola.	Golden, Catharine.
Gustatson, Jans.	Golden, Louisa.
Grann, C. E.	Garvey, W.
Gumraldsen, A. M.	Grosch. J., and 2 adults.
Gagliardi, George.	Grau, A.
Gutathuler, J. J.	Gamer, Maria.

H.

*Huff, C.	Haymon, William, (3.)
*Hawlett, Robert.	Hawkins, William.
*Hanson, P. N.	Haff, C.
*Hanson, O. P.	Hook, William.
*Hansen, E.	Herris, George.
*Hayman, W. H.	Hennessey, John.
*Hayman, William.	Heifer, Samuel.
*Havily, Charles.	Heifer, Mathias.
*Hughes, Hugh.	Haub, Leonard.
*Hanson, Harris.	Horman, Hendrich.
*Handley, John.	Henry, James.
*Hay, William.	Hoskin, John.
*Hannon, Patrick.	Hill, W. P.
*Hessel, John.	Howlett, R.
*Hawk, William.	Halfon, Moses.
*Holland, John.	Honer, Thomas.
*Hammell, Stephen.	Hoadley, Isabella, (inf.)
*Hanay, Michael.	Heifer, Eva.
*Huxley, Andrew.	Heifer, Eva.
Hasbitt, Thomas.	Halzon, Eliza.
Hasbitt, James.	Hasbett, Sarah.
Haywood, John.	Hauley, Mary.
Higgins, Michael.	Hasbitt, Sarah.
Hanley, Patrick.	Hersog, Ulrich.
Hoadley, John C.	Herehmann, B.
Haufman, Wolff.	Handy, M.
Haviland, John.	Hoadley, Margaret.
Hoadley, G. T. M.	Hakensen, Rastus.
Heley, Henry.	Hendrickson, M.
Hadenafon, Per.	Hayman, William.

I

Irwin, Eliza and infant.	

J

*Jolrausen, J. A.	Jones, John.
*Jones, Henry.	Jones, Robert R.
*Johnson, J. M.	Johnson, Charles.
*Johnson, J. H.	Johanson, Pier.
*Johnsen, Charles.	Jones, T.
*Jacobs, Henry.	Jonas, Angelo.
*Jarvis, Thomas.	Janssen, Peter.
*Johnson, N. E.	Jones, Catharine.
*Jones, John R.	Jones, Amelia.
*Jackson, John D.	Jones, Mary.
Jones, Arthur.	Johnson, Sophia.
Jones, William.	Jones, Sarah.
Johnson, A.	Johnson, S.

K

*Kelly, P.	Kinsat, Johan, (infant,) and one adult.
*Kelley, William.	Klats, Joanna.
*Keys, Thomas.	Kinlay, Eliza.
*Kelly, William.	Kilmers, Ellen.
*Kelly, Joseph.	Kinsat, Rosa.
*Kalfan, Mr.	Kaufman, W.
*Kohn, Fred. W.	Keiser, Alex.
*Keski, G.	Klatt, J.
Kramer, Joseph.	
Kelly, William.	

L.

*Lawson, E. P.	Lee, James.
*Lucas, John.	Lyons, John.
*Lucas, James.	Leeper, Thomas.
*Lunsem, B.	Leeper, William.
*Leaden, Hampton.	Leeper, James.
*Levert, Peter.	Lennon, Bridget.
*Lasdall, Mr. and son.	Lurgwy, Hannah.
*Leamer, John.	Larmon, Prudence.
*Larver, John.	Leeper, Jane.
*Lowe, John.	Leeper, Emily.
La Lunquist, ——.	Lavan, Biddip.
Lloyd, Henry.	Lauber, Christian.
Lurgwy, Edwin.	Lee, Rudolph.
Lauba, Chris.	Lannon, B.

M.

*McNamara, John.	Moore, Christopher.
*McAdam, Peter.	Molla, Magnus.
*McCabe, Charles.	Mattison, S.
*McGrath, John.	Mattison, ——.
*McGrath, Patrick.	Murray, James D.
*McGrath, James.	McConnell, Dennis.
*McAllister, James.	Moore, James.
*McLaichy, Joseph.	Maswell, James.
*McCappen, Thos.	Mander, James.
*McCarthy, Terence.	Morris, Charles.
*McMann, John.	Masharon, Joseph.
*McKay, Peter.	Mogat, Thomas.
*Malone, Wm.	Meadow, Frederick.
*Mills, Edward.	Mahon, Frederick.
*Meyer, Victor.	Mills, E. A.
*Moore, Patrick.	Mervan, John C.
*Moffat, Thomas.	Moore, Patrick.
*Morris, Charles.	Mallon, Bridget.
*Murphy, Thomas.	Murphy, Bridget, and child.
*Manning, Thomas.	Murphy, Mary.
*Moore, Daniel.	Meyer, Augusta.
*Mung, John.	Murray, Isabella.
*Metcalf, Thos.	McKeon, Margaret.
*Mormon, Peter.	Mervan, Annie.
*Mander, John.	McNally, Bridget.
*Murphy, John.	Moore, Bridges.
Myers, John.	Moore, Eliza.
Mould, William.	Muller, Albert.
McKee, William.	Mufler, J. H.
McKee, James.	Meyer, Henry.
Moore, Denis.	

N.

*Neilson, E. M.	Nielson, Neils.
*Nelson, O. J.	Nielson, Olaf.
*Nesbitt, Richard.	Nielson, Johann.
*Neilson, Neil.	Nasarsens, Bengt.
*Neal, Jeremiah.	Nestwell, Robers.
Neosgrove, Patrick.	Nanis, N.
Nielson, Olaf.	Namuts, F.
Nasbatt, S., five adults and an infant.	Nielson, P.

O.

*O'Sullivan, Tim. J.	Olsen, Neils.
*O'Connor, Patrick.	Ohlsson, Neils.
*O'Neill, Hugh.	Ohlsson, Andres.
*Owen, John.	O'Neils, Hugh.

P.

*Peterson, R. R.	*Parker, George.
*Potter, Frederick.	*Peters, J. A.
*Peterson, Chris. M.	*Pratt, Thomas.
*Pritchet, R. E.	*Parsons, Henry.
*Peck, Benjamin.	*Pratt, James.
*Parker, William.	*Parrish, Alexander.
*Patterson, James.	Pearson, Elizabeth.
Perstatter, Bengta.	Paris, Alice.
Pockard, Mary A.	Power Mary.
Piers, Annie W., (inf.)	Peterson, J. F.
Pehrssen, Neils.	Petersen, Gustav.
Piers, James.	Piers, George.
Piers, Ellis.	Palmer, William.
Palmer, Thomas.	Parver, Joseph.
Parver, Sylvester.	Parver, Thomas, (inf.)
Pratt, Thomas.	Pearson, Thomas.
Porter, William.	Pymm, J.
Poccard, Richard E.	Petar, John.
Parsons, Hugh.	Power, S. and 2 children.
Pryor, J.	Piers, Harry.

Q.

*Quinn, John.	

R.

*Richard, John.	Ragger, Alvia.
*Robert, Thomas.	Rich, Daniel.
*Reynolds, Richard.	Rich, Jacob.
*Ryan, James.	Rich, Daniel.
*Reilly, Patrick.	Rich, Jean.
*Reilly, Peter.	Rich, Benjamin.
*Raby, Frederick.	Renseek, James
*Rogers, Peter.	Richards, John.
*Russell, George.	Rennie, Thomas.
*Riedly, Daniel.	Rich, Catharine.
*Riland, Peter.	Rich, Homera.
*Roland, William.	Rich, Maria.
*Rodney, Thomas.	Rock, D., 2 adults and 1 infant.
Rolanda, William.	Rich, D., Jr.
Roster, J.	Rich, Lena.
Ryan, James.	

S.

*Sinclair, Thomas.	*Splanzer, John.
*Svenson, R.	*Solenak, John.
*Stanelland, John.	Smith, John.
*Schwarts, M.	Stretch, Lorghlin.
*Schmidt, Jacob.	Schmire, Jacob.
*Steverman, G.	Severing, ——.
*Smith, John.	Scrivensen, Oder.
*Sampson, Patrick.	Sihgeld, John Jacob.
*Smith, William.	Sihgeld, J. Jacob, (inf.)
*Smith, George.	Schlegel, Michael.
*Sutcliff, Patrick.	Schlegel, Chrisa., (inf.)
*Sullivan, Michael.	Schlegel, Christian.
*Smidt, Jacob.	Smith, Henry.
*Shammay, Henry H.	Smith, W.
*Schwartz, Andrew.	Smith, T.
*Shaw, William.	Siser, William.
*Sulsen, Neil.	Street, William.
*Sullivan, Patrick.	Sihgeld, Marie.
*Staalbursen, Andrew.	Sihgeld, Marietta.
*Smith, Ralph.	Sihgeld, Catharine.
*Sussey, Peter.	Sihgeld, Anna.
*Sinover, Mitchel.	Schlegel, Anna.
*Schwartz, John.	Sheeran, Mary.
*Shutt, William.	Smidt, John.
*Schwartz, Michael.	Stretch, L.
*Sullivan, M.	Schuchnecht, W., two adults, and four children.
*Schelby, Daniel.	Schocht, C.
*Sullivan, Michael.	Staurtend, J.
*Scanlan, Cornelius.	Schwebendeg, H.
*Shamer, Michael.	
*Swanki, John.	
*Sullivan, Cornelius.	
*Slattery, Patrick.	

T.

*Tye, Edmund	Thorne, Charles
*Thompson, L. P.	Tyehard, Dan.
*Taylor, Richard	Trumbull, Thomas
*Thompson, K.	Tarris, Thomas
*Telleff, Joseph	Todd, J. E.
*Trevereaux, Thomas	Turnbull, Sarah
*Taylor, John	Tobler, Julius
*Tapman, John P.	Tesmer, G.
*Todd, William	Trunk, J.
Tighe, Edward	Tiroth, J.
Tracey, George	Tylan, J.
Thomas, William	

V.

*Vahaki, Alfred	Van Arx, Joseph
*Valentine, Wm.	

W.

*Wood, Robert	Wadley, Amos
*Wood, William	Warden, Nicholas
*Wilson, Thomas	Warden, Benjamin
*Walsh, Daniel	Waite, William
*Williamson, John	Warden, James
*Wakerman, John	Williams, D.
*Worthington, William	Williams, T. H., (inf'nt)
*Wren, John	Wareham, John
*Wallam, William	Watson, John
*Williams Francis	Williams, John
*Wadley, John	Welsh, Margaret
*Walsh, James	Wadley, Annie
*Wayden, Frederick	Wiese, Joanna, & child,
*Wreckenburgh, John	Williams, Elizabeth
White, George	Williams, Eliza
Wilson, W. H.	Williams, Sarah E.
Wiese, Herman	Wood, C.
Williams, William	

Z.

*Zinck, Dubler	Zioroth, Catherine

Particulars Respecting Some of the Lost Passengers.

Among the victims of the terrible disaster to the steam-ship Atlantic was Miss Agnes M. Barker, of this City, erroneously stated in some of the morning papers to be of Chicago. She was accompanied by Mr. John H. Price, a lawyer of this City, and who was also lost. Miss Barker was a niece of the late Mr. Hugh Maxwell, who was buried on Wednesday. She was a sister-in-law of Samuel W. Bass, Esq., of this City. In November last she went to Europe on a tour of pleasure, in company with Mr. Samuel W. Bass, Jr., who was an invalid, and sought improvement of his health by traveling abroad. At Dresden Mr. Bass became dangerously ill, and by the advice of physicians there a dispatch was sent to his family, recommending that some male friend should go out to accompany him home. Mr. Price volunteered to undertake the mission, and met Miss Barker and Mr. Bass at Dresden. On arriving at London, en route for home, the whole party engaged passage to New-York on the Celtic, of the White Star line, the last vessel of this line that sailed before the Atlantic. They had their baggage on board, but when just about to sail a sudden change in Mr. Bass' condition caused them to remain over at London. In the mean time Mr. Bass died; Miss Barker and Mr. Price then sailed for home on the Atlantic, leaving Mr. Bass' remains to be forwarded by the following steamer.

Mr. H. S. Hewitt, of W. Best & Co., No. 448 Broome-street, whose name is given as among the list of cabin passengers lost, left New-York on the 15th of February in the steam-ship Baltic. Mr. Hewitt was for three years a member of the firm of Best & Co., and was in the habit of crossing over to Europe two or three times every year on business. The deceased gentleman leaves a wife and two children, a son and daughter. Mr. Best has telegraphed to the scene of the disaster to have divers employed to recover his partner's body, and will himself go to Halifax to bring it home. Mr. Hewitt was forty-five years of age and is described as a most estimable gentleman.

It is reported in Paterson that several residents of that city were on board the Atlantic. Among them are Mr. Charles Williams, of Stony Road; Mr. Calvert, of the County Clerk's office; Thomas McKeveheny, of Barbour Flax-mills, and also another employe of the same company, who went out to bring his wife and family over.

There were no residents of Jersey City on board the Atlantic, so far as can be learned, but Miss Agnes Barker and Mr. J. H. Price were related to Mr. J. W. Parker, a well-known resident of the city. Mr. and Mrs. and Miss Merritt and Miss Schrymser also have relatives living there.

It was reported that a party of three persons living in New-Brunswick were supposed to have sailed in the ill-fated vessel, but a telegram has been received stating that, owing to the non-arrival of their baggage, they were compelled to wait for the next steamer.

What is Said by the Company's Officials in This City.

At the offices of the White Star line there were some more callers yesterday, and but little intelligence for those who came beyond the newspaper accounts of the morning. Of the visitors, a few either had not read the lists published or would not be satisfied until they had made further inquiry. The poor people who had the misfortune to lose friends on the lost steamer were paralyzed with grief as they heard the ruling of their loss confirmed beyond doubt. Others, who called to make inquiry about the arrival of the saved, among whom they were overjoyed to learn were friends for whose safety they were more than anxious, heard with satisfaction that all possible care was being taken of them, and that some were then on their way to New-York. That information the company gathered from the following telegram:

Two hundred passengers are expected to leave Halifax per steamer Chase this morning for New-York via Portland. Will be supplied with ample meals and tickets. Remainder to follow per steamer Falmouth to-night. May be expected in New-York Saturday. S. CUNARD & CO.

The following dispatch was also received shortly before 10 o'clock A. M. yesterday, at the Broadway office:

LIVERPOOL, April 3, 1873.

To J. H. Sparks, New-York:

Atlantic's deviation to Halifax incomprehensible. Quantity of coals on board 267 tons, against average consumption during eighteen voyages of 741 tons.

[Signed.] ISMAY, IMRIE & CO.

The managers of the company say that the Atlantic's consumption of coal being at the rate of fifty-five tons per day, full speed, she had a sufficient quantity of coal aboard to run for eighteen days.

Mr. Gartner said to a TIMES reporter that she usually burns only a fraction over forty-two tons a day on an average. His theory is that there must have been some mistake in the engineer's est

NEW-YORK CITY NEWS.

NIXON SENTENCED.

The Execution Fixed for the 16th of May—How the Prisoner Felt.

Michael Nixon, the murderer of Charles W. Phyfer, was sentenced to death, yesterday, in the Court of Oyer and Terminer, by Judge Brady. It was well understood that Nixon would be sentenced yesterday morning, and long before that hour an immense and excited crowd of spectators collected in front of the court-room, anxiously waiting for admission. The pressure was so great it was feared the large number of court officers usually in attendance would be insufficient to preserve order, and the services of a considerable force of police were called in to aid them. The size and density of the throng momentarily increased, and in vain the counsel, the members of the Press, and other authorized persons, sought to effect a passage. The effort was wholly ineffectual, and admission to the court was only obtained through the courtesy of the officers, who permitted them to pass through the Judge's private room. A short time before 10½ o'clock, the usual hour for the opening of court, the doors were thrown open, and immediately every seat in the gallery, and every stand-front in the court, were filled. In the rush for seats a few persons were thrown down, but no one was injured. At 10½ o'clock District-Attorney Phelps entered court and Judge Brady did not put in an appearance until ten minutes later. This was the first occasion on which the Judge had sentenced for a capital offense, and the pallid expression of his features was very noticeable. When he spoke there was an evident tremulousness in every accent, and it was apparent that he would gladly forego the task if possible. At 10¾ o'clock Nixon was brought in from the ante-room, assisted by two officers. He presented the most abject and pitiful appearance of weakness and fear. His whole frame quivered like a leaf, his features bore the most marked expression of guilty consciousness which he realized only through the perilousness of his situation, and though every spectator minded of his terrible crime, believed in the justice of his fate, a feeling of pity seemed to prevail for the terrible agony which he was enduring. When directed to rise to receive sentence he appeared unable to move, and Col. Dempsey, the officer in charge, had to assist him to his feet. During the pronouncement of the sentence large drops of cold perspiration oozed from his forehead, and fell thick and fast on his coat, and on the conclusion of the sentence he continued standing until gently pressed into his seat. The officer remarked, that in an experience as a criminal court of twenty years, he never saw a similar sentence received with less manliness or courage.

When the court opened, District-Attorney Phelps said: "If the Court please, after a trial before a jury whose intelligence, intensity, and impartiality have favorably impressed every one who was present during the proceedings, Michael Nixon was convicted of murder in the first degree, by killing Charles W. Phyfer. I have now one duty to discharge, and that is, to ask that the Court pronounce the judgment of the law."

The prisoner was then formally asked why sentence of death should not be pronounced against him.

Mr. Howe, his counsel, said: I have to move an arrest of judgment, first, on the ground that there was no formal order of the Court for the holding of this term; secondly, on the ground that your Honor refused to order the Clerk to draw from the panel properly returned by the Sheriff at this present term; and thirdly, upon the ground that this is not the February term of the Court of Oyer and Terminer, that it is not a legally constituted Court, and that your Honor was assigned to the General Term of this district. These are the grounds we now present.

Judge Brady did not reply to the counsel, but ordering the prisoner to rise, said:

Michael Nixon—You have had a fair and impartial trial. You have been defended by skillful and able counsel. A jury of your peers pronounced guilty of an atrocious crime—that of murder in the first degree. The deceased man is the victim of the reprehensible and dangerous practice of pistol-carrying, and your unfortunate fate is not only a lesson, but a solemn protest against carrying concealed and murderous weapons. The carrying of terrible concealments which may follow from their use, namely, an ignominious death. I am not inclined to say ought to you that may work unkindly or unnecessary, but the existence of the time demand that by your conviction the lawlessly disposed shall be advised that there is a day of retribution for evildoers which will come right speedily. The deceased man was hurried into eternity without a moment's preparation, by a bullet sped from his home, from his family, and from his kindred. The law treats, however, the murderer more compassionately, giving him time to prepare for his departure from this world. I beseech you to employ it well. Yield not to the delusion that you have anything to expect from the clemency. You can reveal no hope of that kind. You should abandon at once all reliance upon a further chance for life, and devote yourself to meet that destiny, which, upon the verdict of the jury, is to be yours. The sentence which it is my painful duty to pronounce is, that you be taken hence to the City Prison from whence you came, on the 16th day of May next, that you be hanged by the neck until you are dead; and may God have mercy upon your soul.

The prisoner was then carried to the anteroom of the court, supported by two officers. His condition was so weak that it was feared he would faint, and water had to be thrown on his face to arouse him again. On leaving the ante-room he became very weak and almost fainted. While being brought down the stairs his legs failed him, and he had to be carried by Deputy Sheriff Shields and Officer Dwyer, who supported him on either side. The condemned cell in the Tombs lately occupied by Foster was made ready for the reception of Nixon, on being brought into the corridor, broke down completely and shivered like a leaf. The symptoms of nervous prostration were so marked that Dr. Nealis gave him strong stimulants. In conversation with Judge Dowling, Nixon said: "Oh, I don't care for the Sisters of Charity take care of my children." He will be watched by deputy sheriffs until the day of his execution. Father Durongnet, the prison chaplain, called on him yesterday afternoon.

A TIMES reporter called upon the counsel for the prisoner in relation to his motion for arrest of judgment, but it was evident from his conversation that he considered all effort would prove futile. He will move for a stay next Tuesday or Wednesday, but on the grounds upon which he intends to base it a refusal is inevitable.

Highway Robbers and Burglars Disposed of.

In the Court of General Sessions, yesterday, before Judge Sutherland, Joseph H. Goldstein, indicted for highway robbery, in having on the 20th of March snatched from James Colling, a stone-cutter from Yonkers, a gold watch valued at $150, was found guilty of grand larceny from the person, and sentenced to five years in State Prison. Joseph Slater and John Cunningham, indicted for burglary on the premises of James Freel, No. 104 West Twenty-sixth-street, pleaded guilty, the former to the indictment, and the latter to an attempt. Slater, who is said to have already served a term in Sing Sing, was sentenced to four years in State Prison, and Cunningham was sent to the penitentiary for one year. Henry Williams, a white weather, pleaded guilty to an attempt at grand larceny, and was sent to State Prison for two years and six months. Carl Dunne pleaded guilty to an attempt at grand larceny, and was sent to State Prison for two years.

Edward Dunne, charged with highway robbery, in having, with three others not arrested, assaulted and robbed Henry White, a Long Branch farmer, on the 26th of March, stealing from him a watch and $25, was found guilty, and sent to State Prison for seventeen years. John Murphy plead guilty to an attempt at grand larceny, and was sent to the Penitentiary for one year. James Fitzsimons, indicted for shooting at Diedrich Lange, pleaded guilty to an attempt, and was sent to State Prison for five years. Michael Kelly, indicted for breaking into the liquor-store of Patrick Neala, No. 22 Mott-street, and stealing therefrom a quantity of liquors, pleaded guilty to an attempt, and was sentenced to four years in State Prison.

Miss Emily Faithfull's Farewell Address at Steinway Hall.

Steinway Hall was filled with an appreciative audience yesterday afternoon, who assembled to hear a farewell address by Miss Emily Faithfull, before her departure for Europe. Miss Faithfull was introduced by Lucretia Mott, and was greeted with hearty applause. She expressed her gratification at the generous and hospitable treatment she had everywhere received during her visit to this country, and said that she felt now a deeper interest than ever in the moral, social, and political elevation of woman. She hoped the day would come when labor would be respected and idleness despised, when fashion's frivolities would be dispensed with, and when man and woman would be placed on a level, and be held equally responsible for their actions. In conclusion, she said that the Fourth of July only commemorates the political severance of Europe and the United States. As a people the two countries were one, with one common interest and aim, and, though she must at last say farewell, no distance or no time could sever the tie that would in future bind her heart to the women of America. Miss Faithfull retired amid applause.

BOARD OF ALDERMEN.

Reclamation of City Property—Reducing Salaries—Annexation of Westchester.

The Board of Aldermen met yesterday, Mr. Vance in the chair.

Alderman Morris offered a preamble and resolution to the effect that—as the ashes and other refuse removed from the streets can be utilized in reclaiming lands under water belonging to the City at the upper end of Randall's Island, and at other places—that the Department of Docks be requested to examine and report on the advisability of constructing cribs or bulkheads to the water-line around the end of Randall's Island, and other property belonging to the corporation, for the purpose of providing a place for the deposit of the ashes and refuse removed from the streets. The resolution was adopted.

A resolution of Alderman Koch, repealing the resolution increasing the salaries of the police justices and court clerks, adopted by the Common Council in 1870, and fixing the salaries at the same rate as it was on the 1st of January, 1869, was referred to the Committee on Law.

A resolution to lease the building in Fourth-avenue, between Twenty-seventh and Twenty-eighth streets, for five years, at a rental of $2,500, for the use of the Sixth District Court, and the building corner of Second-avenue and First-street for the use of the Fourth District Court, at a rental of $2,500 per annum, was laid over.

Alderman Cooper, said two years ago the City leased a dwelling-house in Waverley-place for a court-room and station-house at a rental of $6,500 per annum. It had never been used for the purposes intended, and two years' rent were nearly due, but the owner offered to release the City from its bargain for $8,000, provided he obtain possession at once. He offered a report and resolution empowering the Controller to settle with the owner of the property. It was adopted.

A resolution to pay $1,000 for a portrait of ex-Mayor Gunther was laid over.

A resolution directing the Commissioner of Public Works to notify the railroad companies to repair the roadways between their tracks forthwith, was adopted.

The resolution directing the Sixth-avenue Railroad Company to remove its track on the west side of College-place at once, and to use the central track only, was adopted.

Mr. Cooper called up the report and resolution asking the Legislature to pass the law for the annexation of the towns of West Farms, Morrisania, and King's Bridge to New-York.

Mr. Van Schaick opposed it, on the ground that it would not be of benefit to this City, though it probably would be to the three towns in question.

Alderman Morris moved to amend by submitting the question of annexation to popular vote.

Alderman Cooper said there was a strong feeling in favor of annexation, and not one of our public journals opposed it. The property in these towns was now taxed to one-third of its value. If annexed the taxes of New-York would be reduced and those of the three towns increased.

Alderman McCafferty said the question would have to be met sooner or later. New-York was crowded, and the City would eventually extend to White Plains. More room must be had.

Alderman Morris spoke in favor of his amendment, and said that before a man went into partnership he usually wanted to know his partner's assets.

The amendment was then adopted, and the resolution, as amended, was also adopted.

A resolution directing the Harlem Railroad Company to remove the switches and turn-outs in Fourth-avenue, near Twenty-sixth and Twenty-seventh streets, was adopted.

The board then adjourned.

THE METHODIST CONFERENCE.

Admission of Candidates for the Ministry—The Minard Home for Orphans.

The New-York East Conference of the Methodist Episcopal Church resumed its session yesterday morning in the Second-avenue Methodist Episcopal Church, corner of One Hundred and Nineteenth-street. The proceedings were opened by a prayer by Rev. P. A. Rooke. In the course of which he alluded to the shipwreck of the steamer Atlantic and the hundreds of souls who were hurried into eternity. He also referred to the heroic services rendered by the minister, Mr. Ancient, who, at the risk of his own life, was instrumental in rescuing several of the passengers and crew.

At the conclusion of the devotional exercises, the third disciplinary question was taken up, and the report of the committee on the examination of candidates was read. The first name mentioned was that of Mr. David McMullen, which gave rise to a lengthy discussion as to whether he should be admitted to the ministry, or discontinued on account of his age and large family. Several of the reverend gentlemen expressed their views and opinions upon the question, when it was finally put to the vote, which resulted in an overwhelming majority being cast in favor of his being allowed to continue for another year on trial.

The following names were accepted, without remark: Thomas W. Bethel, Dexter L. Lownberry, Edward A. Blake, George W. Parkington, Perry Chandler, J. C. Layton, Robert Boden, and William Brown. Messrs. Wesley E. Holmes and Baldwin S. Brown were discontinued at their own request.

Bishop Janes then addressed the conference in reference to the Minard Home, which had been donated to the M. E. Church by a wealthy resident of Morristown, N. J., for the purpose of its being used as an asylum for the orphan daughters of missionaries and deceased ministers. He explained the manner of the conveyance of the property to himself in trust, and of the subsequent appointment of a board of trustees for its future management. Bishop Janes, in concluding his remarks, called upon the brethren present to exert their influence in obtaining subscriptions toward the support of the Home, which is entirely dependent upon voluntary subscriptions for its maintenance. The conference then adjourned.

Rowing Notes.

The delegates to the Harlem Regatta Association held a meeting this week, at which it was decided to have the first annual regatta take place June 18, on the Harlem River, between the Fourth and Eighth avenue Bridges, the races to be rowed in mile heats, on the Henley principle. A grand challenge cup will be offered to four-oared shells, also champion flags and presentation badges; a ladies' challenge plate and presentation medals to pair-oared boats; and "the Diamond sculls," value $200, presented by Mr. Eugene M. Earle, the Vice-President of the association, and a presentation medal will constitute the prizes for single sculls. The races will be rowed in mile heats if entries enough are received, which will be made prior to June 8, and objections must be made within three days thereafter. The following clubs are now in the association: Nassau, Athletic, Gramercy, Atalanta, Nautilus, Dauntless, and Sappho. If the New-York Rowing Club and Columbia College locate on the river in time, they will also be represented.

The match between Ellis Ward and John Biglin is now definitely arranged. The articles of agreement are signed, being the same as those governing their last race at Nyack, with the exception of time and place, which is Springfield, Mass., July 15; as per agreement two days prior to the College regatta.

The race between Englehart and Fearon is not yet satisfactorily arranged. It is claimed that Englehart desires to row Fearon for glory alone, as he would injure his standing as an amateur by rowing with or against Fearon for a prize of any description.

The courses selected by the National Association of American Colleges for their forthcoming regatta is the lower Springfield course, and there is no more inconvenient spot in this country to see a race, although the river is otherwise very well adapted for the purpose. The College races will come off July 17.

It is stated that the boat-houses of the Mutual and Beaverwyck Clubs, at Albany, are in considerable danger from the ice, and that the boys are preparing to defend their property to the best of their ability.

Vienna Exhibition—Special Investigations in Regard to the Blind.

A number of special subjects relating to the blind will be discussed at Vienna during the period of the exhibition. Such questions as finding positions for those graduating at institutes provided for the blind; the importance of a musical instruction; intermarriage of the blind, and the establishment of a universal typography, will be brought in prominence. Prizes and rewards will be given for the best papers on topics of this character. Such well-known professors as Sir. Murie, of Leipsig; Moldbauer, of Copenhagen; Pablask, of Vienna, and Sartorius, of Weisbaden, will partake in the deliberations. Mr. A. Wilhartitz, of St. Louis, has been recommended by the Board of Trustees of the Missouri Institute for the Blind to attend this congress, which is to meet at Vienna on the 3d of August, and he has in preparation an elaborate statement in regard to the blind in America and their education.

The Westfield Disaster Before the Court of Appeals.

In the Court of Appeals yesterday, appeals were argued in several cases brought against the Staten Island Railroad Company, to recover damages for injuries and deaths resulting from the explosion of the steam-boat Westfield, of the Staten Island line, on Sunday, July 30, 1871. The cases now before the court are those of Margaret Landers, Jane Madden, and Rosa Kelly, who sought to recover damages for the loss of their dead husbands, and Francis E. Connell, who sued for injuries received. Counsel for the owners of the boat—who were the defendants in the several cases—argued that the owners of the boat were not liable for the acts of the captain and crew, they having no control over them, as they were employed by the State. The counsel for the plaintiffs contended that the owners could not thus escape responsibility for injuries received while so traveling; that the City Court of Brooklyn, in which several of the cases were tried, was without jurisdiction, being a local court; that in none of the cases was there proof of negligence on the part of the defendants, and that on this point the court erred, in allowing the fact of the defendants permitting the steam pressure to exceed the Government limit, to go the jury as evidence of negligence.

The Court reserved its decision.

CHAMBER OF COMMERCE.

International Silver Coinage—Uniting the Hudson and East Rivers.

A meeting of the Chamber of Commerce was held yesterday, Mr. Wm. E. Dodge presiding. The report of the Executive Committee was received, and the following candidates proposed for membership were declared elected: Messrs. Francis M. Bacon, Orestes Cleveland, Edwin W. Holbrook, J. Francis McCoy, Charles E. O'Hara, Henry A. Pace, and J. Le B. Williard.

The Chairman of the Executive Committee reported back the resolutions in regard to the retention of Mr. Andrew H. Green in the office of the Controller of the City, and stated that the committee deemed it not to be within the province of the Chamber to interfere in matters of this character.

The Chairman reported back the resolutions of the Grocers' Board of Trade in regard to increasing the facilities of transporting merchandise between this City and the West, and recommended their reference to Committee No. 6. The Chairman also reported that the Executive Committee had agreed to recommend the appointment of the following gentlemen as a special committee to nominate officers of the Chamber for the ensuing year, viz.: Wm. H. Fogg, James M. Brown, and Richard W. Lane. The Chamber received the recommendation favorably.

The Chairman reported that the Executive Committee had learned of the intention of the Senate Committee of the United States on "cheapening transportation between the seaboard and the West;" to visit this City and hold public sessions for the purpose of hearing the views of those interested in the subject, and that the Executive Committee had tendered the use of the rooms of the Chamber for the object. The Chamber acquiesced in the action of the committee.

The Chairman reported that the Executive Committee have had brought to their attention the propriety of having a public dinner on the evening of the day of the annual meeting, and if the Chamber should deem it best, the Executive Committee would submit the matter to the members for their consideration, and if approved by them the committee would consider itself charged with carrying out the details. The committee was accordingly instructed by the Chamber to go on with the preparations.

Mr. Samuel B. Ruggles, Chairman of the Committee of the Chamber on Coinage, &c., stated in a written communication for the information of the Chamber, that the committee have ascertained, by correspondence with Dr. Linderman, the Director of the Mint of the United States, recently appointed under the new Coinage act, that the international silver coins of the metrical weight prescribed by that act will be promptly issued and ready for circulation without delay. The letter of the Director of the Mint imparting this intelligence further states, that "suitable designs for the new silver coinage will receive careful attention," so that he "hopes by the 1st of January next to issue the coins in shape to be worthy of the country," adding, that "the models and dies are already under way, and are very attractive." For the purpose, however, of avoiding "the great public inconvenience" of waiting for any new designs, the existing dies will be temporarily used for issuing the new coins of the prescribed weight without delay. They will be conspicuously distinguished from the coins issued under former coinage acts by the inscription of their date of issue, "1873."

Mr. Paul N. Spofford then submitted the following preamble and resolutions, which will be considered at a special meeting of the Chamber on Thursday, April 14:

Whereas, An act is now pending in the Legislature entitled an act to "unite the Hudson and East Rivers, by improving the navigation of Spuyten Duyvil Creek and Harlem River," having for its object the appropriation of a sum of money for that purpose by a tax upon the State at large; and

Whereas, The present crowded condition of the wharves in the southern part of the City of New-York is largely occasioned by the numerous steam-boats, which, if said act is passed, will find a better and a safer harbor further up the East and Harlem Rivers, and thereby make room for sea-going vessels, which are now compelled to seek berths in an adjoining State; and

Whereas, The said improvement will cause a saving of thirty miles navigation to eastward bound vessels from Albany, and also enable vessels from that city to this port to avoid the present great risks of collisions, especially in the case of vessels laden with builders' material, shorten their passage, and enable them to discharge their cargoes destined for the east side of this City, thereby reducing the charges on building in a large portion of this City, now, therefore, be it and it is hereby

Resolved, That this Chamber respectfully requests our representatives in the Legislature of this State for the passage of the above act and the appropriation of the amount of $500,000 named therein, by this State, to be levied and assessed as taxes, are annually paid, for the enlargement and improvement of the canals of this State, and that the work upon the said improvements be placed under the charge of the State Engineer and the Canal Board.

The New-York Album for the Vienna Exposition.

Mr. Charles Hohlenberg is the publisher of a magnificent album containing some thirty photographs of the principal edifices in New-York, destined for the Vienna Exposition. The album is beautifully bound in Russia leather—the skin having been expressly imported for this particular work—and does great credit to Messrs. Francis & Loutrel, the binders. The size of the volume is 27 by 30½ inches, and its weight 100 pounds. Among the buildings illustrated in the work are the principal newspaper establishments, the leading hotels, nearly all the great dry-goods houses, and various manufacturing establishments. The photographs are by Rockwood, and will undoubtedly bear comparison with any similar works they are likely to come in competition with, even at Vienna. The album shows every evidence of careful preparation, and will admirably serve the purpose for which it is intended.

Controller's Receipts.

Controller Green reports the following amounts collected yesterday through the bureaus of collection, Department of Finance:

RECEIVER OF TAXES.

From taxes, Croton rent, and interest	$6,420 60

BUREAU OF ARREARS.

From arrears of taxes, assessments, Croton rent, and interest	$3,202 84

COLLECTOR OF ASSESSMENTS.

From assessments for street openings and improvements	$3,915 82

BUREAU OF CITY REVENUE.

From market rents and fees	$35 50
Total	$20,574 85

Reward to Faithful and Brave Policemen.

At a meeting of the Board of Police, yesterday, Capt. McCullogh, of the Sixth Precinct, called the attention of the Board to the watchfulness and bravery displayed by Patrolmen Edward Maloney and Richard Jackson, of his command, in the recent capture of the noted thieves Wesley and Martin Allen. A resolution was adopted making honorable mention in the records of the Department of the two officers, and they were promoted to be roundsmen.

Proceedings in Lunacy Against Train.

The special proceedings under section 49, article 2, Revised Statutes, to determine the sanity of George Francis Train, were commenced yesterday, before Chief-Justice Daly, in the Court of Oyer and Terminer. In consequence of the absence of an important witness—George Beamis, Mr. Train's managing clerk—it was agreed that the case be adjourned one week. District-Attorney Phelps is to conduct the case for the people, and a panel of twenty-four jurors will be summoned for the day of hearing.

One of a Gang of Forgers Arrested.

One of the gang of forgers who have been victimizing the express companies has been captured. James Cox, of Fifty-fourth-street and First-avenue, was arrested by Capt. Kennedy, of the Sixth Precinct, yesterday, on a charge of uttering a forged check on the National Bank of Redemption, Boston, which he passed off on the Adams Express Company and obtained the amount. It is stated that the prisoner, who has been held without bail, will make such disclosures as will break up the gang.

Perry, the Alleged Perjurer in the Jumel Case.

Joseph Perry, who was arrested some time ago on a charge of wholesale perjury in the Jumel case, yesterday waived an examination through his counsel, Mr. L. W. Emerson. Commissioner White will certify to Judge Blatchford that Perry does not wish an examination, and the Judge will cause him to be sent to Providence, R. I., where his alleged perjured deposition was taken. Perry will probably be indicted and tried in Providence.

The Money Market.

The stringency of money continued in Wall-street yesterday, greenbacks loaning for one-quarter and three-eighth per cent. per day. Gold closed at 117⅝, with 117½ bid. There was a further falling off in the prices of some of the leading stocks.

CONNECTICUT.

The Political Situation—A Dull Campaign—The Candidates—Congressional Districts.

From Our Own Correspondent.

HARTFORD, Tuesday, April 1, 1873.

A citizen of Connecticut knows that this is the "off-year in politics" without being told so. The campaign is dull beyond all precedent. Here we are, within a week of election day, and not a meeting has been held, except by the Prohibitionists, whose apostles have been traversing the State for a month, and addressing audiences varying in number from fifteen to fifty. In some of the Senatorial districts, even, the nominating conventions are yet to be held, while, as an instance of the lack of interest, I may note that out of nearly 1,000 men whose names were on the registry lists in this city, "to be made voters," but 250 presented themselves to the Selectmen for admission. This is a very strange condition of affairs for Connecticut. Up in Massachusetts and Vermont and over in Rhode Island there is nothing unusual in a "speechless" campaign; but there in Connecticut, we are used to nightly meetings, and speeches, and music, and bonfires, and "all the pride, pomp, and circumstance" of politics, and consequently any such dullness as now exists is worthy of mention on account of its singularity. It is difficult to say what are the reasons for this state of things. Doubtless the fact that an exciting Presidential campaign has but, as we might say, just closed, has much to do with it. But whatever the cause, there is no doubt of the fact that it is an unprecedentedly dull campaign.

The respective State tickets were put in nomination in February. In the Republican Convention there were two prominent candidates for the nomination, Hon. Henry P. Haven, of New-London, and Hon. Henry B. Harrison, of New-Haven. Mr. Haven was championed by Hartford, and was successful in the convention, whereupon the New-Haven Republicans affected to look upon the matter as a locality grievance, and expressed their determination of bolting. The two New-Haven Republican papers neglected to hoist the ticket at the head of their columns, and there was evident danger of defeat. The Democracy took immediate advantage of this disaffection. There appeared from Messrs. Eaton and Hubbard, of this city, and Seymour, of Litchfield, who had been prominently mentioned as candidates, letters of positive declinations, while the name of Hon. Charles R. Ingersoll, of New-Haven, was pressed with vigor. The result was the nomination of Mr. Ingersoll by the convention, with the evident design of securing his election by the votes of his disaffected Republican townsmen, who were reported as avowing that they "were going to have a New-Haven man for Governor, anyhow."

It looked at first very much as if this bit of strategy would be successful, and would result in a Democratic victory. Some of the hot-headed young Republicans in New-Haven organized an Ingersoll club, and ordered an Ingersoll banner, and bets were freely offered that Mr. Haven wouldn't poll one-third of the usual Republican vote of New-Haven. There was much talk of the "trading" that was to be done on election day. The arrangement was that the New-Haven Democracy were to secure the nomination of some gentleman in the rural districts for Congressman, in opposition to "Steve" Kellogg, the popular Waterbury Republican, who has twice represented the New-Haven district in Congress, and is a candidate for re-election. The gentlemen from the rural districts being up, all that was to be done was for the city Democrats to slaughter him and vote for Kellogg, the Republicans returning the compliment by slaughtering Mr. Haven and voting for Mr. Ingersoll for Governor. But, alas! the rural Democracy got wind of the plot, and made up their minds that, if there was any slaughtering to be done, the sacrificial offering might as well come from the city. Consequently, when the convention met and the city delegates, with gushing magnanimity, expressed their belief that it was time the claims of the country towns were recognized, and offered them the privilege of selecting the nominee, the country brethren softly rubbed their noses and proceeded, with a self-sacrificing spirit almost unparalelled, to select a city man. Hon. James E. English, of New-Haven. Here was a go. Mr. English is supposed to be the favorite of the New-Haven Democracy, and it would never do to scratch his name, even to elect Mr. Ingersoll. So the trading talk was dropped, and the New-Haven Republicans, seeing that the Democracy were going for the entire loaf, began to cool off a little. The Republican Ingersoll flag wasn't raised, the Republican Ingersoll Club neglected to hold meetings, and one of the New-Haven papers "hoisted the ticket;" and now there is very little talk of bolting among the New-Haven Republicans, and about the usual proportionate vote is expected.

Now, mark the foolishness of the Democracy. As I have shown, they held the cards that ought to have won, but they have blundered fearfully in playing them. In the Second, or New-Haven District, where they should have nominated a weak man, they put up their supposed-to-be strongest one (and, by the way, he declines to decline, hoping to beat Steve Kellogg, which would be a feather in his cap. What did they do in the First and Third Districts, where they should have nominated strong candidates? In the First, or Hartford District, no less than ten separate nominations were made, nine of the nominees declining on the plea that their business engagements were such that they couldn't possibly accept. The tenth man, a very fat, good-natured, and stupid ex-Sheriff, lives up in Suffield, and the convention adjourned before he had time to tell about his business engagements. The nomination was a virtual abandonment of the field to Gen. Hawley, the Republican candidate. So in the Third or Norwich District. The convention was a farce from beginning to end. Nominee after nominee declined, and the convention finally nominated an honest farmer and ex-Fish Commissioner, of Lyme, and adjourned while he was struggling with a speech of declination. These utterly useless nominations of course, act as a dead weight upon the State ticket, while, on the other hand, the certainty of the re-election of Gen. Hawley and Mr. Starkweather materially helps the chances of the nominees for State offices. In view of all these facts, a Republican triumph next Monday seems certain.

Now, as to the Congressional districts. In this district, as I have said, Gen. Hawley's re-election is conceded, the nomination of the Democracy being a mere form. The people of the district, irrespective of party, warmly indorse Gen. Hawley's course during the last session of Congress, and he will be re-elected by at least 1,000, possibly 1,500 majority. His former majority was about 600.

In the Second District there is a sharp fight. The district is really Democratic by over 2,000 majority. But Gen. Kellogg, ("Steve" Kellogg, his friends call him, at the same time remarking that he is "the luckiest fellow in the world,") slipped into Congress from that district in 1869, by 375 majority, and again in 1871, by 49 majority. Democratic dissension did a part of it, and the General's personal popularity the rest. Those dissensions are not yet healed, and the General's popularity is certainly not on the wane, for he has been a faithful representative, and indefatigable in his exertions for measures and appropriations of benefit to the district. So, although ex-Gov. English is the Democratic nominee, there is certainly an even chance for Gen. Kellogg's re-election. Should he win this time he will be called luckier than ever, and may be considered well nigh invincible.

The Third District is the Republican stronghold. Hon. H. H. Starkweather is certain of a re-election by 1,500 to 2,000 majority, possibly more. Of his opponent, the ex-fish commissioner aforesaid, it is jocularly remarked that "that bill is certain never to come before Congress." It should, perhaps, be stated in explanation of the aforesaid remark, that the ex-commissioner's name is Bill James. A. M., of Lyme.

The Fourth, or Bridgeport District, has been nominally represented in Congress for six years by Mr. Wm. M. Barnum, a rich iron-founder and railroad man. It is to his shame and the shame of the district that there is no denial of the charge frequently made, that if he were not a rich man he could not be elected. He is principally noted for not representing his district, the record of roll-calls actually showing him to have been absent from his seat nearly two-thirds of the time. His protracted stays at the Fifth-avenue Hotel, New-York, during the sessions of Congress, are the subject of unseemly levity among his constituents, and many and sharp are the thrusts given him. The Bridgeport *Standard* touched him very neatly the other day, when it said that "Hon. William H. Barnum escaped from the Fifth-avenue Hotel the other day long enough to be present at the meeting of the Bridgeport Common Council, and, as he had seldom attended the sessions of a legislative body, he watched the proceedings with much interest." Against this man the Republicans have put in nomination this year Hon. Wm. T. Minor, of Stamford, ex-Governor of the State, Consul-General at Havana under President Lincoln, and at present a Judge of the Superior Court, a man of superior ability and undoubted integrity. It is said that there is a chance of his election—nay, more, that he is sure to be elected if the full Republican vote is polled. The question is, will it be? If Judge Minor is elected, I opine that it will be by a very small majority. Mr. Barnum's majority in 1871 was nearly 1,200.

As to the Legislature, the Senate consists of twenty-one members, and some of the districts are very close, (seven was the majority in one of them last year, and two in one year before last,) but the Republicans consider themselves sure of at least twelve of the Senators. The House of Representatives consists of 240 members, and of these 130 will be Republicans.

Well, what is the summing up? A Republican State ticket; certainly two, probably three, and possibly four Republican Congressmen; and a Republican majority in both branches of the Legislature. That's about as well as we ever do in Connecticut.

It is possible that the Prohibition candidate—by the way, I had almost forgotten about him; he's a nice man, belongs to the Smith family and lives in Plantsville. I was about to say that it's possible he may poll votes enough to throw the election into the Legislature, in which event a Republican victory is certain. The Prohibition ticket last year polled about 1,500 votes, and its supporters claim a thousand more this Spring; but, nevertheless, we look for an election of the Republican candidates by the people on Monday next. Gov. Jewell's majority last year over the Democracy and Prohibitionists was 28. We hope for as large a majority for Mr. Haven this year.

B.

CHURCH-STREET.

Its Extension to Morris-Street Completed—The Cost of the Improvement.

The improvement inaugurated by our City Government some years ago for the extension of Church-street from Fulton-street to Morris-street, at its intersection with Greenwich-street, has within the past few months come to a successful termination. The Common Council of New-York, in 1866, passed an ordinance providing for this extension and the appointment of a Board of Commissioners to assess damages to property on the line of the improvement, and to assess tax-payers for the cost of the entire work. In accordance with this ordinance, John Scott, Jno. B. Haskin, and George W. Arcularius, were appointed as said commission. They presented their report to the Supreme Court for confirmation, but it occasioned much opposition, and a strong effort was made to defeat the entire project. The length of the proposed extension was 1,900 feet, width, 60 feet. For this improvement not over $3,000 were required to be taken from 17,000 lots, owned by about 12,000 persons. Of thirty wills assessed $427,000 toward this improvement. Church-street, at this time, terminated at Fulton-street, and this improvement rendered it necessary to demolish several stores on Fulton, Dey, Cortlandt and Liberty streets, and an entire row of buildings on Amity-place. The assessments, as was naturally supposed they would be, were formidable, and were scrutinized sharply by all tax-payers and property-holders interested. At the time of the passage of the act for the extension of Church-street, there was so much distrust as to the management of the affairs of the City, that it was not surprising a strong effort was made to defeat the whole scheme when the report of the commissioners was presented to the court for confirmation. It was also urged that the cost was too great to be countenanced by tax-payers, and would work no relief to Broadway, nor would it be of any essential benefit to property-holders, and would only become a State tax. The City Railroad companies, none of whom had to pay heavy assessments. The matter was again taken up in the Common Council, and the ordinance rescinded. It was subsequently passed again, received the approval of the Mayor, and the Commissioners made a report which was confirmed by the Supreme Court. The Board of Aldermen and Assistant Aldermen nearly fourteen months later, passed a resolution providing for the actual opening of the street, as widened and extended by the report of the Commissioners of Estimate and Assessment; but the work was finally begun in the month of March, 1869. The actual amount assessed by the Commissioners was $2,707,152. Of this amount $2,567,504 was allowed by the City for property taken. The tax costs appear to have been $75,848 15, and the fees of collectors of assessments $67,078 80. The main work in the extension of Church-street has not done until 1871. The cost of regulating and grading between Fulton and Morris streets amounted to $13 976 34. The contract for paving was awarded to Charles Guidet, who had previously been awarded the contract for paving Broadway. The same kind of pavement used on Broadway was put down on Church-street, and cost the City for 9,550 66-100 square yards of pavement and 4,680 67-100 square feet of heavy cross-walks an average of $6 per yard in all $65,261 08. The cost of sewers was $7,566 66, and cost of curbing, gutter and flagging, $15,149 89. The property-owners were consulted about the pavement to be used on the improvement, and expressed a wish to have the granite. The work is not so complete as that on Broadway, and might be improved if a little pains were taken to remedy certain defects in the same. Church-street now promises to become one of the most busy avenues for wholesale trade in the City, and it is anticipated that some property-holders along the street will still further improve it by the erection of more commodious stores in the places of numbers of insignificant houses and small stores, which in their present position do not add to the value of the property or attractiveness of the street. It is said that it is further proposed to improve Church street by cutting off the corner of Morris-street where it intersects with Greenwich-street, and connect Church-street direct with Green wich-street. This improvement, it is estimated, will cost $200,000 or $300,000. The work of the extension on the south end of Church-street hardly seems complete without this additional improvement being made.

Death of Rev. Noah M. Gaylord.

Rev. Noah M. Gaylord died at the residence of Gen. Vandeveer, in Hamilton, Ohio, on Wednesday afternoon last, at the age of fifty years. He was educated in Monroe, Butler County, Ohio, and first attracted attention by preaching Universalist doctrines from the steps of the Hamilton Court-house, when about seventeen years old. Afterward he studied and practiced law in that town, and edited a Democratic newspaper. Still later he removed to Lowell, Mass., and preached there until the breaking out of the rebellion, when he went out as Chaplain of the Ninth Massachusetts Infantry. Returning to Boston at the close of the war, he was elected to the Legislature, and also resumed the practice of law. His health not being vigorous enough to stand the climate, he came to New-York, and procured a clerkship in the Custom-house, remaining until so weakened by consumption that he was compelled to give up work of all kinds, when he returned to his friends in Hamilton to die. In the course of his ministry he has officiated at Hamilton, Cincinnati, Memphis, Columbus, Lowell, and Boston. He married a daughter of William B. Van Hood, Esq., of Butler County, Ohio, and was connected thereby with Gen. Vandeveer and Thomas Milliken. He leaves a son and daughter, Mr. Thomas Gaylord, who has achieved some reputation as a painter, and Miss Julia Gaylord, who is growing in popularity as a singer.

State Fair Grounds at Albany.

In its issue of Saturday last the Albany *Evening Journal* says: A vigorous effort will be made to carry out, to successful completion, the project of establishing, in our immediate neighborhood, permanent grounds and appropriate buildings for State Fair and industrial exhibition purposes. Several of our leading merchants, bankers, and capitalists have given practical proof of their earnest interest in the project by the amount of their subscriptions and the general assurance they are giving to the movement. It is a mistake to assume that the plan simply contemplates a State agricultural fair once in two or three years. This will, of course, be included. But, with the display of proper spirit and liberality, the movement will grow into an annual exhibition, continuing through several of the Summer months, and embracing, not agricultural products and implements alone, but every department of industry.

THE STATE LEGISLATURE.

SENATE.....ALBANY, Thursday, April 3, 1873.

The bills authorizing the construction of a railroad in Christopher-street, New-York, and for the incorporation of the Venezuela Central Railroad Company were reported favorably.

BILLS INTRODUCED.

By Mr. Perry—Providing that S. Moore, F. McCabe, and Peter Trainor may construct a railroad from the foot of Courtland street, New-York, to Broadway, along Broad way to John-street, to South, to Cedar-street, Perry; also, along Fulton-street from the ferry to West, to Courtland. Also, relative to financial matters in Brooklyn.

By Mr. Benedict—Providing that the Board of Apportionment shall exercise the duties and powers assigned in section 4, chapter 553 of the laws of 1871.

By Mr. Robertson, providing that C. K. Smith, and associates may construct lines of telegraph wholly or partially under ground incased in metal, glass, or earthen tubes, under and along any streets, &c., in the City of New-York; also to authorize the Joseph Dixon Crucible Company of New-Jersey to hold real estate in this State; also, to authorize the using of the school fund in the town of Morrisania.

THE CHARTER.

The Senate went into Committee of the Whole on the New-York charter.

The salaries

FINANCIAL AFFAIRS.

Sales at the Board of Brokers—April 3.

SALES BEFORE THE GALL—10 A. M.

200	Western Union	84	100	Consol. Coal	55
200	do	84¼	100	Harlem Railroad	130
200	do	84¼	500	Erie Railway	63⅜
200	do	84¼		do	63⅜
200	do	84¼		do	63⅜
200	do	84¼		do	63⅜
200	do	84¼		do	64
200	do	84¼		do	63⅜
200	do	84¼	100	do	64¼
200	do	84¼		do	64¼
200	do	84¼	200	Toledo & Wabash	68¾
200	do	84¼		do	68¾
200	do	84¼	300	do	68¾
200	do	84¼		do	68¾
200	do	84¼	100	do	69
200	do	84¼		do	69
200	do	84¼	200	do	69¼
200	do	84¼	300	do	69¼
200	do	84¼	100	do	69¼
200	do	84¼	1000	Lake Shore	91¾
200	do	84¼	300	do	91¾
200	do	84¼		do	91¾
200	do	84¼		do	91¾
200	do	84¼	100	do	91¾
200	do	84¼	200	N. J. Central	83¾
200	do	84¼	100	N. Y. C. & H.	91¾
200	do	84¼		do	91¾
200	do	84¼		do	91¾
200	do	84¼		do	91¾
200	do	84¼	100	do	91¾
200	do	84¼		do	91¾
200	do	84¼	300	do	91¾
200	do	84¼	100	do	91¾
200	do	84¼	200	do	91¾
200	do	84¼	100	do	92
200	do	84¼	200	do	92
200	do	84¼	100	do	92
200	do	84¼	200	Rock Island	112
200	do	84¼	100	do	112
200	do	84¼	200	do	112¼
200	do	84¼	100	do	112¼
200	do	84¼	200	do	112¼
200	do	84¼	100	do	112¼
200	do	84¼	200	do	112¾
200	do	84¼	100	do	112¾

The New-York Times.

NEW-YORK, FRIDAY, APRIL 4, 1873.

Amusements This Evening.

BOOTH'S THEATRE.—DAISY O'DOWD.—Mr. Dion Boucicault, Miss Rosa Fateman.

WALLACK'S THEATRE.—DAVID GARRICK.—Mr. E. Sothern, Miss Ponisi, Miss Katherine Rogers.

OLYMPIC THEATRE.—HUMPTY DUMPTY.—Mr. Geo. L. Fox, Mr. C. W. Ravel, Miss Fanny Reeve.

UNION SQUARE THEATRE.—COUSIN JACK.—Mr. E. H. Harkins, Miss Emily Mestayer, Miss J. Lee.

FIFTH AVENUE THEATRE.—NEW-YEAR'S EVE.—Mr. W. Davidge, Mr. Clarke, Miss Clara Morris.

GRAND OPERA-HOUSE.—UNCLE SAM.—Mr. John Brougham, Mrs. John Wood.

NIBLO'S GARDEN.—THE SCOUT OF THE PRAIRIE.—Mr. W. F. Cody, Miss Morlacchi.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

BRYANT'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY.—Dan Bryant, Seymour, Reed.

AMERICAN INSTITUTE BUILDING.—BARNUM'S MUSEUM, MENAGERIE, and HIPPODROME. Day and evening.

NEW-YORK CIRCUS.—LENT'S MUSEUM, CIRCUS, &c., and NORMANDIA GARDEN. Day and evening.

SOMERVILLE ART GALLERY.—EXHIBITION OF PAINTINGS.

The New-York Times.

THE NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday edition.....10
The Sunday edition, per annum.....2
The SEMI-WEEKLY EDITION, per annum, postage extra.....3
The WEEKLY TIMES, per annum.....2

Clubs rates of THE WEEKLY—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $14 00; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one Post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies, one year, $5; ten copies, one year, $20—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. Remit in drafts on New-York or Post-office Money Orders, if possible, and where neither of these can be procured send the money in a registered letter.

Terms, cash in advance.

THE NEW-YORK TIMES,
New-York City.

Notice.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot under any circumstances return rejected communications, nor can we undertake to preserve manuscripts.

It will be seen from the letter of our correspondent, published this morning, that the prospect of a Republican victory in Connecticut next week is very good. The canvass has been quiet, and the election has not excited much interest, but the average vote will doubtless be polled. The Democrats do not appear to have much chance, and if the Republicans only make the efforts of which they are capable, they are certain of a substantial triumph. We hope they will omit nothing to secure this result, but will take care to follow the example just set them in Rhode Island, where the Republican majority is 5,764 on Governor this year, against only 1,178 at the prior election. This result is ample evidence that the people yet trust the Republican Party as the only existing political organization which has done anything for the honor and prosperity of the nation. The Republicans of Connecticut should be incited by this remarkable triumph of their brethren in Rhode Island to make extraordinary exertions to achieve an equally creditable victory.

The account sent from Washington of the causes of Mr. CURTIS' resignation from the Civil Service Board does not adequately explain that act. It is not presumable that Mr. CURTIS resigned solely on account of the withdrawal of Mr. BENEDICT'S nomination as Surveyor of this port, and the appointment of Mr. SHARPE. In this case, the rules provided that if a nomination like that of Mr. BENEDICT "be not confirmed," the President shall appoint at his own discretion. Mr. BENEDICT'S nomination was not confirmed, and there was conclusive evidence that it would not be. The President's subsequent action was, therefore, according to the rules. We should very much regret Mr. CURTIS' resignation for any cause. His zeal, good sense, and high character have been of inestimable service, and would still be. But we cannot conceive that he has based his resignation on the facts in Mr. BENEDICT'S case, so far as those facts are now known. If he has done so, a full explanation will be due to the country, for his act would then be not a personal and private one, but one affecting graver public interests.

As the Assembly again refused, yesterday, to make the Police Justices bill a special order, it is necessary to say distinctly that the Republicans in that body are subjecting themselves to very grave suspicion in this matter. It is perfectly well known to them and to the public that this bill cannot be reached in general orders in time to permit of its becoming a law, and that every vote against making it a special order is a vote to kill the bill. There are ugly rumors as to the influences which have been brought to bear to secure this result, and the Assembly cannot too soon, for its own credit, prove them false by reversing its action. It is known to the members that there can be no possibility of dealing properly with the dangerous classes of this City so long as the present magistrates are permitted to remain in power, and we hope Mr. OPDYKE will continue to put them to the test until we know, beyond all doubt, who are willing to do the public this great wrong that they may gratify personal pique or political greed. The information will be interesting and valuable.

We find no evidence that Commissioner VAN NORT has been doing the City any service by his frequent visits to Albany. There is evidence, however, that he has been neglecting the duties he is paid to perform by his preference of the lobbies of the Senate Chamber to his office in New-York. It seems that a meeting of the Board of Audit, first for Saturday, was postponed on account of his absence. A meeting of the Board of Apportionment was called by the Mayor for to-day, for the purpose of authorizing the issue of bonds to raise money to pay the contractors on various public improvements. The law requires that a notice, three days in advance of the meeting, should be served personally on each member of the board, to give validity to its proceedings. The proposed meeting must be postponed, it appears, because of Mr. VAN NORT'S pressing engagements at Albany, and contractors who are in want of money will have the pleasure of reflecting that a public official may mind his own business first, and that of the City afterward.

Several bills have been introduced during the present session of the Legislature for the better protection of game and fish, which should receive favorable consideration. They are, generally, severe in their penalties, but experience has proved that this severity is necessary to accomplish the object of such laws. Convictions under them are difficult to secure, owing to the privacy with which the offense can be committed, and if the punishment is trivial, no good results. Something must be done to preserve the material for the healthful and innocent recreations of hunting and fishing, and to save from reckless waste the perennial food-supply of our lakes and rivers. We hope the sportmen's clubs throughout the State will take sufficient interest in this matter, should these bills become laws, to bring to proper punishment the persons who shoot deer out of season and take trout with a net. This latter practice has nearly exterminated this beautiful fish, and it will soon wholly disappear from the waters of the State, unless efficient measures are taken for its protection. Even private ponds are not safe from the inroads of mercenary marauders, and one of these bills properly makes the taking of fish from such ponds larceny.

The "Local Prohibition" bill, which has been ordered to a third reading by the Assembly, is quite strict in its provisions. It submits the question of prohibition of the sale of liquor to a separate vote in each town and city on the 4th of next November. In those cities and towns which vote for "local prohibition," the liquor trade is made illegal (with certain exceptions) for one year, and until the vote be reversed, and no vote can be again taken on the question until a majority of the electors who voted at the election establishing the rule shall petition to have the question reopened. Where "local prohibition" is adopted dealers are allowed to sell liquor for "medicinal, mechanical, and sacramental uses," on giving bonds to observe the restrictions imposed by the law, which are very strict.

Among the resolutions of the Farmers' Convention in Illinois, there are several of much more than local importance. One concisely defined the attitude of the opponents of the present policy of the railroads to be "that the State cannot create a corporation that it cannot thereafter control." Another called for a bill "enforcing the principle that railroads are public highways," and compelling railroads to transmit cars at reasonable maximum rates wherever offered. A third resolution was as follows:

Resolved, That we are in favor of the immediate repeal of the protective duties on iron, steel, lumber, and all materials which enter into the construction of railroad cars, steam-ships, sailing vessels, and agricultural implements, and that we urge Congress to take immediate action for this purpose; that cheap railroads and cheap ships are necessary to cheap freight, and that we invite the railroad companies to co-operate with us to that end.

It will be seen that the farmers are not violent against the roads, but are firmly bent on removing abuses.

Can the Party Stand This?

The question whether the City of New-York is to have a new charter at all, now turns upon the question whether the demands of "HANK" SMITH and his friends can be satisfied. A more instructive comment upon the utter recklessness and want of principle of certain party "managers" could hardly be imagined. It has become the habit to saddle the shortcomings of Republican legislation at Albany upon what is called the "Custom-house Ring." It should be distinctly understood that there is no one connected with the Custom-house in the slightest degree responsible for this latest and most scandalous of partisan jobs. A well-known "veteran" politician stands sponsor for the plan of giving us a new local administration by retaining the chief officials of the old one. If the veteran aforesaid wants the memory of a name which he must shortly leave behind him, to be universally execrated, he could hardly have adopted a more certain method of accomplishing it. A party that delights to honor a man like "HANK" SMITH, can hardly profess "honesty" without being laughed at, and may as well resign itself to see the cause of reform committed to more worthy hands. A man who has misappropriated the hard-won earnings of the industrious poor; who abused his official position by employing the funds of policemen's widows and orphans to swell the plunder of his rotten bank; who took and never accounted for money subscribed to aid the Chicago sufferers; who conspired with the Tammany Ring to cheat the City out of $50,000 of pier rent, and whose conduct and character have cast reproach and distrust upon our police administration during the last three years—a man against whom all this can be charged and yet fall far short of exhausting his crimes against his fellow-citizens, ought surely to be left to his fate by any party which does not contemplate political suicide.

Whatever affiliations the other gentlemen proposed to be legislated into office may have with the political "veteran" and his particular friend, Police Commissioner SMITH, they have at least a career and a character at stake on this matter. If they attach the slightest value to either, they cannot too soon draw out from "that crowd." If Mr. VAN NORT is the fittest man to control the Department of Public Works he will doubtless get the appointment. If he is afraid to trust his claims to public sentiment, he confesses that he is totally unfit for the position. Mr. STEBBINS has deserved well of his fellow-citizens, but his friends who are said to have been lobbying for him at Albany, have evidently a very low idea of his strength in this community. Mr. DELAFIELD SMITH has done very well as Corporation Counsel so far, and unless he aspires to be laid on a very lofty political shelf should disavow all complicity with a repetition of the disgraceful dicker to which he owed his appointment. One and all of these officials will have serious doubts cast upon their character and record should they quietly become parties to the scheme of forcing themselves upon the City of New-York, whether the community likes it or not. Before getting in the same boat with "HANK" SMITH, they might profitably consider the extent of that person's power of sinking. If the Assembly will not save the party from the effects of the disreputable manœuvre of the Senate, at least the Governor can. Gen. DIX cannot afford to sign a charter whose vital point is the retention of "HANK" SMITH. The signing of the Classification bill was not a more fatal step for Gov. HOFFMAN than this would be for Gov. DIX. If the Legislature determines to give us no reform unless we take "HANK" SMITH along with it, upon its members be the infamy and the ruin attending such a step.

The Back-Pay Steal—Guilty and Innocent.

It is of the last importance that the people should know the names of the Congressmen who voted themselves pay for services never performed. We have already given the vote at two stages of the measure. We propose now to state briefly the history of the measure, to analyze all the votes taken upon it directly, to point out those who are consistently and unmistakably guilty of supporting it, and those who continually and unequivocally opposed it, and to leave the remainder, whose record is not clearly pronounced on either side, to explain their course to their constituents as best they can. We shall confine ourselves to the House of Representatives, omitting the Senate, because, in the first place, no vote was taken in the Senate which conclusively revealed the position of Senators on the merits of the case; and secondly, because the House of Representatives is directly responsible to the people, and can be sooner and more effectually called to account. We also omit the final vote on the report of the Conference Committee, because that report embraced several other subjects, and the vote on it could not be regarded as necessarily and conclusively a test vote.

The history of the salary steal is as follows: On the 10th of February a motion was made to suspend the rules, for the purpose of having included in the General Appropriation bill a provision increasing numerous salaries, among them those of members of Congress—the increase in their case to apply to the Forty-second Congress. This provision included the naked question of increase and back pay. The motion to suspend the rules was lost. It received 81 votes, and 120 votes were cast against it. This was the first vote on the question.

On the 28th of February, the Legislative Appropriation bill being before the House, a motion was made to amend one of its clauses by inserting a provision for increase of salaries. This also included members of Congress, and embraced the back pay. It was lost, receiving only 69 votes, to 130 against. This was the second vote.

Gen. BUTLER gave notice of a motion to reconsider the vote just taken. He had voted against it, that course being necessary, we believe, to give him the parliamentary right to move a reconsideration. In analyzing the second vote we shall, therefore, count him in the affirmative, as he was notoriously in favor of the proposition. On the first of March the motion to reconsider came up, and it was moved to lay it on the table. This would have killed the measure. It failed, receiving 66 yeas and 105 nays, and 69 not voting. This was the third vote.

The question then recurred on reconsidering the vote, by which the amendment had been killed. The vote was reconsidered, there being 104 yeas, 79 nays, and 57 not voting. This was the fourth vote.

The proposition was then changed by a rising vote, the increase for members of Congress being reduced from $7,500 a year to $6,500. The back-pay feature was retained. This was the fifth vote. Now it is plain that any member who voted for the increase and the back pay on all these votes, must be held guilty. It must also be plain to any one conversant with the proceedings of Congress and capable of determining the significance of the several votes, that any member who supported the measure on the last three votes, and did not vote against it on the second vote, must also be held guilty. Such a member would be in the position of helping revive the measure after it had been defeated, and of voting for it as revived, without at any time voting squarely against it. On the other hand, it is plain that members who voted continually against the measure must be held innocent. Those who voted against it on the last three votes, without having voted for it on the second, must also be held innocent. With these explanations, which are as concise as it is possible to make them, we append a list which we believe to be made up in a perfectly just manner. The Democrats and Liberal Republicans are in italics:

GUILTY.

Oakes Ames, Mass.,	G. C. McKee, Miss.,
J. T. Averill, Minn.,	†*T. W. McNeely*, Ill.,
N. P. Banks, Mass.,	F. Morey, Louisiana,
J. A. Bingham, Ohio,	*J. L. Morphis*, Miss.,
A. Boarman, La.,	L. Myers, Penn.,
C. W. Buckley, Ala.,	J. S. Negley, Penn.,
S. S. Burdett, Mo.,	S. L. Niblack, Florida,
B. F. Butler, Mass.,	E. D. Peck, Ohio,
R. R. Butler, Tenn.,	L. W. Perce, Miss.,
C. L. Cobb., N. C.,	J. H. Platt, Virginia,
J. M. Coghlan, Cal.,	*W. P. Price*, Ga.,
A. Comingo, Mo.,	E. H. Prindle, N. Y.,
J. C. Conner, Texas,	J. H. Rainey, S. C.,
J. Critcher, Virginia,	*S. J. Randall*, Penn.,
C. B. Darrall, La.,	*J. C. Robinson*, Ill.,
O. J. Dickey, Penn.,	*J. Rogers*, New-York,
O. J. Dodds, Ohio,	*S. H. Rogers*, N. C.,
B. M. DuBose, Ga.,	J. P. C. Shanks, Ind.,
R. T. W. Duke, Va.,	*L. A. Sheldon*, La.,
C. A. Eldridge, Wis.,	*H. Sherwood*, Penn.,
R. B. Elliott, S. C.,	*J. H. Sloss*, Alabama,
A. E. Garrett, Tenn.,	H. Snapp, Illinois,
J. L. Geis, Penn.,	O. P. Snyder, Ark.,
D. C. Giddings, Texas,	*E. N. Stevens*, Ill.,
B. I. Golladay, Tenn.,	*J. B. Storm*, Penn.,
J. Hancock, Texas,	W. L. Stoughton, Mich.,
†*J. M. Hanks*, Ark.,	W. H. H. Stowell, Va.,
A. C. Harmer, Penn.,	C. St. John, N. Y.,
J. O. Harper, N. C.,	*J. G. Sutherland*, Mich.,
G. E. Harris, Miss.,	J. H. Sypher, La.,
C. Hays, Alabama,	C. R. Thomas, N. C.,
W. S. Herndon, Texas,	B. S. Turner, Ala.,
S. O. Houghton, Cal.,	*J. H. Tuthill*, N. Y.,
C. W. Kendall, Nev.,	*D. W. Voorhees*, Ind.,
O. Kung, Missouri,	*A. M. Waddell*, N. C.,
O. N. Lamison, Ohio,	R. H. Whiteley, Ga.,
W. E. Lansing, N. Y.,	W. Williams, Ind.,
J. M. Leach, N. C.,	*W. Williams*, N. Y.,
H. Maynard, Tenn.,	*B. Winchester*, Ky.,
E. McJunkin, Penn.,	*Fernando Wood*, N. Y.

*Messrs. Garrett and Dickey voted for the measure on all votes except that to lay its reconsideration on the table, and did not vote against it at any time.

†Messrs. Hanks and McNeely voted for the amendment itself twice, (on the second and fifth vote,) and not against it at any time.

Messrs. *Eli Perry* and *C. N. Potter*, of New-York, J. Packard, Indiana, and *J. M. Rice*, of Kentucky, voted for the measure on all but the second vote, (which was on the merits of the proposition to pay $7,500 and back pay,) and then voted against it. They therefore voted for an increase to $6,500 and back pay.

INNOCENT.

E. L. Acker, Penn.	S. W. Kellogg, Conn
J. A. Ambler, Ohio.	*M. C. Kerr*, Indiana.
S. Archer, Maryland.	J. W. Killinger, Penn.
W. E. Arthur, Ky.	D. P. Lowe, Kansas.
J. A. Barber, Wis.	J. Lynch, Maine.
W. H. Barnum, Conn.	*S. S. Marshall*, Illinois.
J. Beatty, Ohio.	*W. McClelland*, Penn.
S. N. Bell, N. H.	G. W. McCrary, Iowa.
J. T. Byrd, New-Jersey.	J. C. McGrew, W. Va.
A. Blair, Michigan.	*A. T. McIntyre*, Georgia.
B. M. Braxton, Va.	C. L. Merriam, N. Y.
J. Buffinton, Mass.	*W. M. Merrick*, Md.
H. C. Burchard, Ill.	J. Monroe, Ohio.
O. D. Conger, Mich.	*W. E. Niblack*, Indiana.
A. R. Cotton, Iowa.	J. M. Pendleton, R. I.
S. S. Cox, New-York.	*W. B. Read*, Kentucky.
J. M. Crebbs, Illinois.	*E. Y. Rice*, Illinois.
J. J. Davis, W. Va.	E. H. Roberts, N. Y.
H. L. Dawes, Mass.	J. M. Rusk, Wisconsin.
W. G. Donnan, Iowa.	*R. B. Roosevelt*, N. Y.
B. T. Eames, R. I.	P. Sawyer, Wisconsin.
C. C. Esty, Mass.	G. W. Scofield, Penn.
J. F. Farnsworth, Ill.	L. D. Shoemaker, Penn.
G. A. Finkelnburg, Mo.	*J. H. Slater*, Oregon.
C. Foster, Ohio.	J. A. Smith, Ohio.
W. D. Foster, Mich.	*R. M. Speer*, Penn.
W. P. Frye, Maine.	H. H. Starkweather, Ct.
J. A. Garfield, Ohio.	J. E. Stevenson, Ohio.
M. Goodrich, New-York.	*T. Swann*, Maryland.
E. Hale, Maine.	*W. Terry*, Virginia.
J. T. Harris, Virginia.	W. H. Upson, Ohio.
J. B. Hawley, Illinois.	M. M. Walden, Iowa.
J. R. Hawley, Conn.	H. Waldron, Michigan.
J. B. Hay, Illinois.	*E. Wells*, Missouri.
G. W. Hazleton, Wis.	W. A. Wheeler, N. Y.
B. A. Hibbard, N. H.	C. W. Willard, Vermont.
G. F. Hoar, Mass.	J. T. Wilson, Ohio.
W. S. Holman, Indiana.	

Mr. BLAINE, the Speaker, obtained, on his own motion, an amendment to the effect that the back pay should not apply to his office.

We ask our readers to keep the above list. They can rely upon it to this extent, that every man set down as unqualifiedly guilty or innocent of complicity in the salary swindle is so. There are many Congressmen not named. They may have helped the steal by purposely absenting themselves; they may have been unavoidably absent; we only know that the record is not conclusive with reference to them, one way or the other. But concerning those we do name there is no room for doubt. We earnestly urge every reader of THE TIMES never again to vote for any man set down in the number of guilty for any office. All of them have courted and deserve utter repudiation by the public.

We have another list to add to the above. It is very short. It includes all who, up to the present time, have been announced as refusing to pocket the back pay. Here they are, *all* of them:

W. P. Sprague, Ohio.	W. A. Wheeler, N. Y.
C. W. Willard, Vermont.	*E. Perry*, New-York.
G. F. Hoar, Mass.	*W. H. Roberts*, New-York
H. W. Corbett, (Senator,) Oregon.	E. H. Roberts, New-York
	C. N. Potter, New-York.
C. L. Merriam, N. Y.	Jas. Munroe, Ohio.
Jos. R. Hawley, Conn.	W. H. Upson, Ohio.
Wm. M. Merrick, Md.	Vice-President Wilson.
C. C. Esty, Mass.	*P. Van Trump*, Ohio.

A Sacrifice to Greed and Incapacity.

The fact that the *Atlantic* left Liverpool with an insufficient supply of coal is now established, if we are to believe the testimony of her commander. Capt. WILLIAMS asserts that on the 31st of March, when the ship was eleven days out of port, there were but 127 tons of coal on board, and Sandy Hook was still distant 460 miles. The necessity of putting in to Halifax was imperative, and it was made so by the Liverpool agents of the White Star line, who preferred to save a few dollars in coal, either by not laying in a sufficient supply, or by purchasing a cheap and rapidly-burning quality of coal. This necessity for changing the vessel's course and heading her for Halifax, a course that rendered her destruction on the coast of Nova Scotia possible, was directly and solely due to the parsimony and recklessness of the company.

But there is good reason to believe that the managers of the White Star line were also guilty of placing the *Atlantic* under the command of an incompetent man. Capt. WILLIAMS, who was not drowned with the 546 passengers, whose bodies the surf is now casting on the coast of Nova Scotia, accounts for the wreck of his vessel by saying that he must have "overrun" his distance. He first asserts that owing to the scarcity of coal, the ship was steaming about eight knots per hour, when he decided to head her for Halifax. Subsequently he adds, that at the time she struck he had supposed that she was "going about eleven knots, but the speed must have been greater." That is to say, he was running the ship toward the shore; he had seen no lights or other landmarks; and he did not know at what rate the ship was steaming. This was the sort of seaman to whom the White Star managers intrusted the lives of nearly 1,000 passengers.

But there are yet other indications of this man's peculiar conceptions of the duties of his office. Not knowing where his ship was, or at what rate she was running—knowing, in fact, only that he was running on to an exceptionally dangerous coast, he calmly went below at midnight, leaving the deck in charge of the second officer. Now it would have been bad enough had he left the deck at such a time in charge of the first officer; but the captain of a ship is theoretically the head of the starboard watch, which came on deck at midnight—the port watch, under the command of the first officer, going below. Capt. WILLIAMS not only left the deck in circumstances which made his conduct in so doing criminally reckless, but he actually did so at the very time when his own watch was on deck, and he should have been there in active charge of the ship. It is easy to say that the commander of a ship is not obliged to stand his watch as though he were a subordinate officer. In fair weather the excuse is admissible, but at a time when a ship is in a dangerous situation no captain who comprehends his duty would leave the deck in charge of the second mate—an officer who is not expected or required to be as skillful and as competent to command as are his immediate superiors. Nevertheless, it seems that the White Star managers did not hesitate to intrust the *Atlantic* to a man who, at the most perilous point of the passage, was willing to turn the command over to the second officer and to tranquilly go below.

We are unwilling to incur the risk of doing any man an injustice, and we have therefore arraigned Capt. WILLIAMS only upon his own testimony. The public, however, waits to learn at what time he left the wreck, and how many passengers, if any, were then still clinging to the rigging. In his statement he says: "At 5 A. M. the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. BRADY, the third officer, the islanders were aroused, and by 6 A. M. three larger boats came to our assistance. By their efforts all that remained on the side of the ship and on the rock were landed in safety." In another place he says: "I remained on the side, encouraging, helping, and directing, *until about fifteen* were landed, when, finding that my hands and legs were becoming useless, I left the ship; two other boats being close to and embarking the remainder." This would seem to fix the time of the Captain's abandonment of the wreck at a little after 6 A. M. But he further says that the first officer, who was in the mizzen rigging, where he held a dying woman in his arms, was not rescued until 3 o'clock P. M., when a noble clergyman of the Church of England put off from the shore in a small boat, and succeeded in saving him. "The sea," remarks Capt. WILLIAMS, "was too high to attempt his rescue."

Now, it is idle to blame the captain of a lost vessel simply because he saves his own life. There is no law, human or divine, which requires a captain to commit suicide because certain of his passengers have been drowned. There is, however, a law of honor, recognized by every brave sea captain, which forbids him to take a place in a lifeboat to the exclusion of his subordinates and passengers, and which requires him to be the last man to leave his wrecked ship. Did Capt. WILLIAMS escape from the forward part of his ship at 6 A. M., leaving his first officer to cling to the mizzen rigging, with a helpless woman, until the latter was dead from exposure, and until nine hours after his commander was safe on shore? How does it happen that "the sea was too high" to admit of rescuing the first officer, but was not too high to forbid the escape of the Captain? Or by what standard of duty does Capt. WILLIAMS justify himself in leaving the wreck after fifteen of his wrecked passengers had embarked with him in the first available boat, but while the remainder were still waiting to be rescued by other boats?

If Capt. WILLIAMS can show that he was a competent and faithful officer, THE TIMES will gladly give him the credit which shall be his due. If, however, he was not fit for his position, a conclusion to which his own testimony strongly points, then the White Star managers were guilty, not only of sacrificing 546 lives by their contemptible parsimony in the matter of coal, but also of the still graver crime of permitting an incompetent captain to drive the *Atlantic* on to the pitiless rocks of Mars Head.

The Excise Law.

Those politicians who spend their time in intriguing for office, in their intense eagerness to get the charter fixed to their liking, have neglected other opportunities. By the terms of the law passed by TWEED, legislature, Mayor HAVEMEYER is required, on Monday next, to appoint, with the consent of the Board of Aldermen, three commissioners of excise, to hold office for three years. The present incumbents, who were appointed by direction of TWEED, have made a most excellent thing of the position, as will be seen by reference to our news columns, and it is surprising that the hungry office-seekers have not scented this plunder. If they had, it is fair, judging by recent experience in connection with the charter, to presume that they would have endeavored to make sure of their spoils. These commissioners are included in the officers to be removed by the charter, but there is danger that, for a short period at least, these places may be filled by men "who will not be useful to the party." The politicians, for once, have been improvident.

We hope the Legislature will so amend TWEED'S law that future excise commissioners will have no chance to steal. The provision which allows the commissioners ten per cent. of the receipts for rent, clerks, and other expenses, with power to divide what is left among themselves, should be repealed. Under it, gross frauds have been committed, and the commissioners have managed to pay themselves enormous salaries for trifling duties. The law should also specify the different grades of licenses, with the tax attached to each, instead of leaving this to be determined by the commissioners, as under the present incumbents this power has been abused, and may be abused in future. It should be known precisely what money is collected, and every dollar should be promptly paid into the City Treasury, from whence the salaries and expenses of the commissioners should be drawn on proper vouchers. The law gives each commissioner a salary of $3,000 per annum in addition to his portion of the ten per cent., and if the sum named is not thought sufficient after the percentage is cut off, let it be slightly increased. But the law should distinctly state the compensation of the commissioners, and take from them all control of the funds they receive. It is true that the present officials go out in a few days, but whoever may replace them should not be tempted to follow their pernicious example.

We know it is somewhat late in the session to make these changes in the law. But as the Democrats are to lose the offices, they will not be likely to object to the measure, and the Republicans cannot afford to oppose changes which are so manifestly for the public good. The facts we publish this morning show how necessary are the precautions we suggest. That a law may be abused is a sufficient reason for its amendment, and we hope this matter will receive the attention it deserves.

MINOR TOPICS.

If persons at a distance were to judge the character of the police force of this City from the criminal complaints that have lately been made at short intervals against patrolmen, they would not be likely to experience much difficulty in accounting for the increase of burglaries, highway robberies, and murders during the past year or two. The case of Roundsman PETER MELLY, of the Fourth Precinct, furnishes the latest example of the looseness with which the appointing power has been used by the present Commissioners. MELLY is accused, upon the testimony of several witnesses, with having "levied black-mail" from the proprietors of notorious concert-saloons in the Fourth Ward. He was caught in the act of receiving money from one by a patrolman. If report speaks truly, MELLY has been by no means alone in his operations. Some of the captains are suspected of "increasing their salaries" in a similar way. An overhaul of the entire force, as we have repeatedly stated, is sadly needed. Surely nothing can be expected of an organization which includes so many men who, were justice done, ought to be in the State Prison.

Recent efforts on the part of the Health Officer's subordinates in Brooklyn have resulted in bringing to public notice some facts of an exceedingly unpleasant character. It appears that in one day as many as eighteen cases of small-pox have been found in the district bounded by De Kalb and Park avenues, and that there is good reason to believe that further discoveries may be made in the same neighborhood. It is useless to say that such a condition of affairs might exist in spite of the vigilance of Dr. OTTERSON and his assistants. Proper care has evidently not been taken in the inspection of tenement-houses. Of course, due allowance has to be made for the prejudice of the working classes against the small-pox hospital. Deputy health officers, however, should be firm in such cases. The general health of the city is of much more consequence than the feelings of individuals. Under the circumstances, it is certainly the duty of the authorities to see that a thorough inspection of populous districts shall immediately be made.

A young girl named LOTTIE DOUGHERTY recently died at Millville, N. J., from the effects of a wound sustained by her during a successful effort to save the lives of nearly a thousand people. In August last, according to the Millville *Republican*, the deceased, while occupying the post of telegraph operator at Eagle Station, on the line of the Pennsylvania Central Railroad, was placed in a position of responsibility which might have proved too much for most men. During a fearful thunderstorm, an immense tree was struck by lightning and thrown across the railroad-track. Almost at the same moment, the telegraph apparatus was disabled. Finding it impossible to send a message to warn the approaching train of danger, the brave girl seized a red lamp, and ran up the line swinging it above her head. The engineer saw the signal in time to avoid a fearful disaster. The engine ran against the tree, however, with sufficient force to disconnect a heavy branch, which struck the girl on the shoulder, and inflicted the injuries that resulted in her death. The passengers were so grateful for their escape that an attempt was immediately made to reward her; but she firmly declined to accept anything for having done her duty. Such acts of personal heroism should not be allowed to go unrewarded, and the men and women who were on the train on that August night might have now an opportunity to mark their appreciation of poor LOTTIE'S bravery by causing a handsome monument to be erected to her memory.

Mr. VERPLANCK COLVIN has made a very interesting report to the Legislature, as Secretary of a commission appointed to explore the Adirondack region, with reference to the advisability of reserving it as a public park. Mr. COLVIN believes he has found the source of the Hudson River in a little lake nestled in a gorge between peaks of Mt. Marcy, Gray Peak, and Skylight Mountain, which he estimated to be 4,293 feet above the level of the sea. He has certainly demonstrated that the beautiful and romantic region is comparatively little known, and that the maps we have of it are useless, as to anything but a few of the leading features and the small number of imperfectly explored routes.

Judging by the prices obtained at the book trade sale, yesterday, the works of native authors are not undervalued by book-buyers. WHITTIER'S *Snow Bound* brought the highest price of any of Messrs. OSGOOD & CO.'S poetical publications, except LONGFELLOW'S *Dante*. EDWARD EVERETT HALE'S novels ranged with DICKENS', and above GEORGE ELIOT. BRET HARTE was about on a line with DE QUINCEY. HOWELL'S *Essays* sold higher than THACKERAY'S novels, and Mr. EMERSON'S prose volumes surpassed all others—bringing $1 50 per volume, for instance, while FOSTER'S *Life of Lander*, a much larger volume, went for $1 45.

A murder case, which, in point of tardiness of decision, bids fair to rank even with the cases of FOSTER and STOKES, has just broken down for the second time in Ireland. In the County of Tyrone is a small town called Newtown-Stewart, and about two years ago, the clerk of the bank was murdered. Suspicion pointed only to one person, a sub-inspector of constabulary named MONTGOMERY. In consequence of the excited feeling prevalent in the district against him, his trial was, in the first instance delayed for a year, and when it came on, the jury said that there was not the faintest chance of their agreement. Three weeks ago it came on again. Eighty-three witnesses were examined, and one of the counsel spoke for ten hours. The jury were locked up until a medical man said that, in the case of one or two of them, the consequences might be very serious were they longer detained. So they were, perforce, then discharged as before. The Judge was in despair, and said that the case was without parallel in the law records.

AMUSEMENTS.

Drama.

AFFAIRS AT WALLACK'S.

The performance of "David Garrick"—a performance admirable at the outset of the run of the piece, but now become more enjoyable than ever, because of the elaboration and finish of the acting of all concerned—was supplemented last evening by the representation of a new one-act farce called "Dundreary Married and Settled." Mr. H. J. Byron, the author of the novelty, has called his effort "a wild absurdity," and we are glad he gave it no more ambitious title. If Mr. Byron, however, had announced that his intent in putting forth "Dundreary Married and Settled" was to prove that an audience was capable of laughing, uproariously and spontaneously, for half an hour, he would have to be credited with equal honesty of purpose, as well as with perfect success. The new element of the bill aims at nothing more than this, and the author unquestionably hits the mark. In "Dundreary Married and Settled," the glimpse afforded of the eccentric nobleman who owes his being to Mr. Sothern's creativeness, is one highly gratifying to the public. *Lord Dundreary*, however, is so far false to the existence assigned him that, if married, he is by no means settled. He is, indeed, more whimsical than ever, and, as will have been noted by the acknowledgment of the influence of the work made above, he is quite as funny. In connection with Mr. Sothern's fresh view of *Lord Dundreary* are to be named a very fascinating picture of *Lady Dundreary*, supplied by Miss Rose Coghlan, and a revival of the conventional *Asa Trenchard* by Mr. Polk. Mr. Byron's sketch is a brilliant *tour de force* wherewith to close an entertainment, which no one who prizes a good piece and a notable representation should neglect to witness.

AN IMPORTANT ENGAGEMENT.

The cable acquaints us with the engagement, for this country, of Signor Salvini, an Italian tragedian, to whom the critics and audiences of his native land assign the highest place among modern actors. The arrival of Signor Salvini and of a full company may be looked for in August next.

Music.

RUBINSTEIN-WIENIAWSKI-THOMAS CONCERTS.

The last of the present series of these highly interesting entertainments was given last evening. Liszt's concerto in E flat was superbly played by Mr. Rubinstein; and Mr. Wieniawski, whose violin had recovered from its indisposition, played Ernst's fantasia on themes from "Othello," and his own Russian airs. Mr. Thomas' orchestra was heard to the wonted advantage. A detailed reference to the performance is forbidden us by lack of space. One more opportunity for the enjoyment of the united endeavors of Messrs. Rubinstein and Wieniawski, and of Mr. Thomas and his orchestra, and for testimony thereto, is, happily, left us. A farewell recital by these artists and the band is already announced for the afternoon of Saturday fortnight.

A FESTIVAL WEEK.

A festival week of oratorios and concerts is promised us by Mr. Thomas. The pressure upon our columns forbids the publication, to-day, of even a summary of Mr. Thomas' intentions, but we find room for the statement that the proposed gala period will be commenced at Steinway Hall on April 21, and will bring before the local public the most distinguished oratorio singers in the country, most of the leading musicians and vocalists now here, and the whole Handel and Haydn Society of Boston, under the conduct of Mr. Carl Zerrahn. Fuller particulars of Mr. Thomas' plan we must leave for future reference. We make room at once, however, for Mr. Thomas' preliminary manifesto, in which the origin of the idea of the festival is set forth. The document in question runs thus:

In announcing the closing concerts of the present Metropolitan series, the management feels that in so doing it not only puts a period to the work that has been done, and to the character of it. When, last Fall, Mr. Thomas was requested by a large number of influential residents of this City to renew his symphony concerts, he took occasion, in complying with their desire, to say that it would be his purpose and delight to make these concerts worthy of the enlightened public taste which had called for them, providing only the best music, both old and new, and endeavoring to interpret it with fidelity and conscientious care. Reference to the programmes of the concerts which have been given will, it is believed, show how strictly Mr. Thomas has redeemed his word in the providing of standard and classical music and in obtaining new works which else would have been unheard in this country. It is also a fact that these concerts have been climacteric in their excellence. The programmes have been of such a progressive character that it was found necessary, in order to continue the scale of merit, to select for the closing concert the Ninth (or Choral) Symphony of Beethoven. In order to give this great work adequately, an invitation was extended to the Boston Handel and Haydn Society, the only choral organization in this country whose experience and culture fit them for the interpretation of the vocal part of this symphony. The society cordially accepted the invitation in the same spirit of musical

ALBANY.

The Charter Discussion—Judicial Salaries—The Emigration Bill in the House—Miscellaneous.

From Our Special Correspondent.

ALBANY, Thursday, April 3, 1873.

When the Senate met this morning it had recovered somewhat from the confusion in which it involved itself last night on the salary section of the charter. The able assistance which Mr. Madden then rendered in bringing about a state of things which caused the delay of the bill, was considerately withheld by that gentleman to-day, and after the salary of the Commissioner and Surveyor of Buildings had been fixed, on motion of Mr. Lowery, at $4,000 each, the debate settled down on an amendment proposed by Mr. Benedict, to forbid any judicial officer to receive a higher salary than $12,000 a year. The object of this amendment was to estop the Board of Supervisors from repealing the action taken by them in 1870, in raising the salaries of the Judges to the present figure of $17,000, and subsequently settling their set rumfied and made valid by the Legislature. The amendment was favorably received by the Senate, and the discussion related mainly to the general question of the degree of control which the Legislature could constitutionally exercise over the salaries of judicial officers. Mr. Tiemann, taking alarm here of the temper of the Senate, moved that the salaries be fixed at $10,000, and to was carried by an almost unanimous vote. Beyond some brief discussion on the precise effect of the clause of the 134th section, relating to the Dongan and Montgomerie charters, the end of the charter was reached without further delay. General amendments were then in order. Under this, the eighty-fifth section, concerning the management and discipline of the Fire Department was struck out, and a substitute, more in accordance with existing acts on the subject than the original, was offered by Mr. Woodin and adopted. Then ensued a long and excessively dreary talk on the section (108) exempting certain property from taxation, from which it would be difficult to say what the intentions or wishes of Senators really were in regard to the matter. The hour of 1 arrived without bringing any definite action with it, and, in accordance with his previously announced intention, Mr. Woodin had the bill progressed, to allow the Senate to go into third reading of bills.

The progress of the bill is getting to be no faster very rapidly. No session will be held on it this evening; but one will be held for general business. It was supposed that the charter would be reported to the Senate to-day, but Mr. Woodin stated that in his opinion no vote on it would be reached till Tuesday next. It would require a whole day for him to examine all the amendments which had been made to it, and see their relation to each other. All the chief amendments will have to be voted on separately; and it now appears that instead of the bill being sent to the Assembly to-morrow, it will not be ready till Wednesday. The talking on it is getting to be interminable. Meanwhile some decided expression of impatience and dissatisfaction at the action of the Senate are beme heard from the Assembly. There is grumbling that the Senate is picking the bill to pieces, and murmured threats are made that Senators are not going to have everything their own way. Rumors are again rife of changes in important particulars which it is intended to make in the bill. Mr. Green, it is said, will be returned, if any men are to be; and suspicions are freely expressed that the first on the appointment section will be renewed in Conference Committee. On the other hand, it is asserted that the Conference Committee will be "fixed" in the interest of Mr. Woodin's double-headed proposition; and that all the present debate and alteration going on in the Senate will amount to nothing in the end. The only thing which seems certain amid all these conflicting rumors is, that the charter will not become a law much before the 1st of May.

THE EMIGRATION BILL.

A very spirited debate took place in the House, this morning, on the Emigration bill. Mr. Husted, who had charge of it, considered that the speediest way of carrying it through was to rally the Republican majority to its support; and when Mr. Jacobs moved to strike out the first section of the bill, ostensibly for the purpose of getting an explanation, Mr. Husted gave one which, in point of force, spirit, and energy, left little to be desired. He declined to make any charges against the present commissioners personally, but showed that the Republicans of the City demanded a reorganization of the board, which, under Democratic control, had been anything but a benefit to the emigrants or a credit to the City. While Mr. Husted was speaking, Mr. Jacobs, Mr. Smith Weed, "Denny" Burns, and other Democratic members subjected him to a cross fire of questions, corrections, and points of order, but Mr. Husted had a ready reply for everything, and his opponents came out second best from the encounter. He insisted on the sound policy of having the Governor appoint the commissioners, as the bill provided, and called on the Republican members to give New-York a reform measure so needed and so important as this was. Mr. Alberger did not think it was so much a party measure as one in the general interests of reform and good government, one which should commend itself to every member having those interests at heart. He seconded Mr. Husted's appeal to the House in favor of the measure, and the bill was ordered to a third reading.

MISCELLANEOUS.

Mr. Madden's bill to allow of the classification of directors of railroad companies to be classified, (the Erie Classification act,) was reported from the Railroad Committee this morning for the consideration of the Senate.

The Civil Rights bill was passed by the Senate to-day. The taking of the vote was attended with some amusing incidents. Little attention was paid to the bill till a call was made for the absentees, several Senators having left their seats, and others not answering to their names. Mr. Johnson's name was called, and attention became general to see how he would vote. Having first asked to be excused, on the ground that he had not heard the bill read, which was refused, he went on to make some jocular remarks on the matter, when Mr. Graham remarked that he wanted Mr. Johnson "on record." This was too much for the hot temper of the Democratic Senator; he made a fiery speech, voted "yes" with terrific emphasis, and then insisted that every Senator round the circle should also be placed "on record." At his request the Sergeant-at-Arms was sent after Mr. Madden, who, after diligent search, was found under the stairs, in the corridor. He was brought in amid much merriment, and sullenly voted in the affirmative. The only negatives were Mr. Murphy, Mr. Cook, and Mr. Scoresby, all Democrats.

Senator Benedict has introduced a bill in relation to the Board of Apportionment, giving to it certain powers now possessed by the Commissioners of the Sinking Fund, to issue bonds of the City.

Mr. Opdyke made another attempt to get the Police bill made a special order for Friday morning, but without success. The final defeat of this bill is almost assured, unless it can be made a special order, for it lies so low down on the list of general orders that the session will be over before it can be reached, passed, and sent to the Senate for final action.

The bill to regulate the opening and improvement of certain streets in New-York was made the special order for Thursday next.

The sectarian appropriation question disturbed the House again, through a bill incorporating the St. Joseph's Academy and Industrial School at Lockport. Mr. Pell, while the House was in committee, obtained the insertion of an amendment that the regents of the university shall not grant any moneys to this institution if it is under sectarian or denominational control. In the House, Mr. Babcock and Mr. Beebe endeavored to get this amendment struck out, asserting that the Academy was a purely secular institution; but the motion was defeated by twenty majority, and the bill ordered to a third reading.

Among other bills ordered to a third reading were the following: To provide for the Eastern Boulevard in the City of New-York; to amend the law relating to the collection of taxes in the same City, by fixing the amount of security to be given by the receiver of taxes; extending and defining the jurisdiction of the Courts of Common Pleas in the City and County of New-York, and of the Superior Courts of New-York, Brooklyn, and Buffalo.

The Senate Finance Committee is conducting an investigation into the affairs of the old Board of Quarantine Commissioners, and some rather interesting developments are being made. I shall have more to say on this matter in a day or two, when additional facts have been brought out.

The Erie Committee meets in the Court of Appeals room this afternoon, and its proceedings excite a very lively interest around the Capitol.

The Assembly Committee on Cities have reported favorably Mr. Benedict's bill to create a board of three commissioners, who shall have exclusive jurisdiction over juvenile criminals and vagrants under fourteen years of age. Mr. Husted has promised to take charge of the bill, which is an excellent one, and deserves more extended notice than I have space for now.

THE CHARTER.

The charter has been made the special order for Tuesday morning. Mr. Woodin told the Senate this evening that he had been furnished with a copy of the bill as amended, and found that it would require such careful consideration that several days would absolutely be required to get it into proper shape for the final vote. If Senators desired he would move to reprint, but as all the amendments were not yet in, he did not think it necessary. The Senate agreed with this view, and Mr. Woodin's motion was adopted without debate.

Dispatch to the Associated Press.

EVENING SESSION OF THE SENATE.

In the Senate to-night, Mr. Woodin moved to make the charter the special order for next Tuesday morning, immediately after reading the Journal. The motion was carried.

Mr. Tiemann moved that when the Senate adjourn it be to meet again Monday evening. Carried—yeas 16, nays 8.

Mr. Woodin introduced a bill amending the laws relative to a water supply for Rochester.

The bill to extend the tracks of the Second-avenue Railroad came up in the Committee of the Whole.

Mr. Johnson argued at length on the injustice of giving these railroad companies the use of the streets of New-York without their paying liberally for the privilege. Every road in the City of New-York can afford to do this, and yet pay a liberal dividend on its stock.

Mr. Benedict said there was a large lobby kept here by horse-railroads in New-York City every year to prevent rapacious parties from stealing their tracks.

The bill was progressed.

Adjourned.

EVENING SESSION OF THE ASSEMBLY.

The House reassembled at 7½ o'clock P. M.

Mr. Cleary offered a concurrent resolution to allow the ex-Officers' Association, of Troy, to use the flags carried by them in the war, now in the Bureau of Statistics, on the occasion of their reunion. Adopted.

The following bills were considered in Committee of the Whole, and disposed of as noted:

In relation to the supply of water for the City of New-York to be acquired in Putnam County; third reading.

Regulating street railroads, and providing for a gradual reduction of fares; third reading.

To regulate the fare on the Eighth-avenue Railroad in the City of New-York; third reading.

To incorporate the Staten Island and New-Jersey Bridge Company; third reading.

To amend the General Railroad Consolidation act; third reading.

To amend the charter of the Western New-York Life Insurance Company; third reading.

To incorporate the Insurers' Guarantee and Agency Company, of New-York; third reading.

To amend the charter of the New-York Fire Insurance Company; third reading.

Authorizing life insurance companies to invest a portion of their funds in bonds and mortgages in other States. After debate, the first section was stricken out, killing the bill.

Providing for the laying out and extension of Lexington-avenue, in New-York City; third reading.

Adjourned.

THE FARMERS' CONVENTION.

Demagogues and Paid Railroad Agents Frustrating the Designs of the Farmers.

Special Dispatch to the New-York Times.

SPRINGFIELD, Ill., April 3.—The Farmers' State Convention met at 9½ o'clock this morning. There was a very slim attendance, about half of the delegates having gone home. Several short speeches were made on the subject of railroad extortions. Senator Castle was called for, and made a speech on the subject of reforming the present judiciary system. He insisted that the customs and superstitions of the past should give way to the more advanced ideas of modern times.

The resolutions in relation to free trade, and censuring Congressmen for passing the bill to increase their own pay and the pay of Cabinet officers, and censuring the President for signing the bill, were reconsidered and laid on the table.

The convention has not met the expectations of the agricultural classes. Demagogues and paid agents of the railroad companies were present in such numbers, both as delegates and lobbyists, as to frustrate, to a great extent, the objects of the convention. The convention has adjourned sine die.

Dispatch to the Associated Press.

SPRINGFIELD, Ill., April 3.—The Farmers' Convention reassembled at the Opera-house, at 9½ this morning, the number in attendance being perhaps half as large as yesterday. State Senator Castle was called upon to address the convention, and made a few remarks, in which he expressed his sympathy with and concurrence in the movement for relief from the unjust action of railroads, and urged upon the farmers the importance of united and persistent action. Letters sympathizing with the objects of the convention were read from M. L. Dunlap, of Champaign, Ill.; Thomas B. Bryan, of Elmsbere, and from the Western Freight Association of New-York.

A resolution was offered, and adopted, recommending to the farmers of Illinois the keeping of a farm expense account during the present and succeeding seasons, in order that the actual cost of production may be estimated and made public, for the purpose of reaching a fair and equitable remuneration therefor to the farmers of the State.

Mr. S. M. Smith, of Henry, Ills., said this convention was called solely to organize the struggle of the farmers with the railroads, and all other questions or issues which had been brought in were simply designed to distract the attention of the farmers from the real issues and to divide them in the fight upon them. He referred particularly to the Illinois River improvement project, which he declared was in the interest of a single county only. He declared that the resolution favoring the repeal of the tariff on iron, steel, &c., had no place in this convention, and he moved the reconsideration of the vote by which it was adopted.

After an irregular and excited debate the vote was taken, and decided by the chairman in the affirmative.

A motion was then made to reconsider the vote by which the resolution censuring members of Congress for voting for and the President of the United States for signing the bill increasing salaries was yesterday adopted. This motion was also declared carried, and a motion was then made and carried to postpone indefinitely the further consideration of both resolutions.

Mr. Lawrence, of Warren County, rose and entered a protest on behalf of the Farmers' Association, of which he was a delegate, against the action of the convention in reconsidering the resolutions, as a majority of the delegates had gone home. The resolutions had been adopted separately and as a whole by the convention yesterday, and he believed that the present meeting had no right to undo the work of the convention.

The speaker was constantly interrupted, and a scene of great confusion and disorder prevailed. The presiding officer appeared to have very little control over the meeting, and in was some minutes before any approximation to order was restored. Finally a delegate succeeded in offering the following resolution, which was adopted:

Resolved, That any legislation that is not based on the eleventh article of our State Constitution, entitled "Railroads," will not meet the necessities of the predicament in confining monopolies to reasonable maximum rates of freight and passenger tariff, and prevent unjust discriminations; and that such maximum rates should be fixed by legislative enactment, as directed by our State Constitution.

At 11½ A. M., after the passage of the usual resolutions of thanks to the officers, the convention adjourned *sine die*.

THE NATIONAL CAPITAL.

Mr. Curtis and Civil Service Reform—A Valuable Historical Work—The Ex-Contumacious Witness.

Special Dispatch to the New-York Times.

WASHINGTON, April 3.—The letter of Mr. George William Curtis, resigning his position as a member of the Civil Service Advisory Board, has not been made public here, as the President is absent. It is known, however, that Mr. Curtis has sent a copy here, and from this source it is learned that he gives as his reason for resignation that he "regards several prominent appointments recently made by the President as an abandonment of the system of civil service regulations," and he therefore tenders his resignation as a member of the Civil Service Advisory Board. Mr. Curtis makes no accusation of any abandonment of the reform itself, but, having become embarrassed in respect to the Surveyorship of New-York, and his views not prevailing, he has doubtless found it necessary to vindicate his own sense of dignity and self-respect by resigning. The history of this affair has never been made public just as it occurred. Mr. Curtis alone warmly espoused the promotion of Mr. Benedict because it would be a conspicuous thrust at the politicians. Outside of Mr. Curtis the appointment was not urged. But the President responded to Mr. Curtis' appeal and appointed Mr. Benedict. The Senate laid the nomination on the table, and to save it from rejection it was withdrawn. The influences which operated in the Senate are unknown, but they were fatal to the nomination in any event. The President then appointed a board consisting of Messrs. Curtis, Collector Arthur, and Jackson S. Schultz to examine candidates. Mr. Curtis declined to serve on account of his health, and after some further delay the President found his way out of the complication by the appointment of Gen. Sharpe, promoting the latter's deputy to the Marshalship, and further signalizing his view of what he deems practical civil service reform by transferring Deputy Collector James from the Custom-house to the Post-office. The reform will not stop because Mr. Curtis has resigned. It will continue to be enforced to the extent of the President's authority, unsupported though it be by the legislation for which he appealed to Congress in vain. Under instructions of the Secretary of the Treasury, Mr. E. O. Graves, of the Treasury Civil Service Board, accompanied by Mr. Sumner, I. J. Kimball, of the Revenue Marine Bureau, left to-night to visit the principal Southern Custom-houses and Subtreasuries, to put in operation the civil service rules, which will be substantially the same as those applied to the New-York Custom-house. Mr. Kimball goes also in connection with the Life-saving Service, but Mr. Graves goes with especial reference to putting the public service on a civil service footing. The examination of the 566 applicants for the forty vacancies in the Treasury was concluded yesterday. It will be two or three weeks before the results can be written up and tabulated. The candidates for each day who came up to an average of eighty, were not over ten per cent. of each day's list.

PERSONAL.

Gen. Frederick T. Dent, who has so long and acceptably filled a responsible position on the personal staff of the President, has been ordered to assume command of Fort Trumbull, opposite New-London, on the Connecticut River.

A VALUABLE HISTORICAL WORK.

There were sold, to-day, in Charleston, S. C., a complete file of the Charleston *Courier* from the beginning of its publication, some ninety years or more ago, to the present time. It is said not a single number is missing, though it would be indeed remarkable if this statement were strictly true. There are included the volumes issued during the war. There has been a sharp competition by the libraries of the country to obtain this valuable memoranda of historical events. A bid of $2,500 was sent from Albany. It is without doubt, however, bought by Mr. Spofford for the library of Congress, as he telegraphed instructions to a gentleman which were in effect to secure the files without regard to cost. It is a matter of surprise that there was not public spirit of the kind and extent to retain in the City, or at least the State, of South Carolina, such a remarkably valuable collection of material for history, and especially local history, as this file of the *Courier* contains.

THE POSTAL-CAR MATTER.

Neither the Postmaster-General, nor Mr. Bangs, the Superintendent of Railway Mail Transportation, can be present at the meetings of the Transportation Committee in New-York next week, while the postal-car difficulty is under investigation. The department will, however, have a special stenographic report made and promptly sent here, that it may be fully and completely advised, and prepared to bring any matters it may deem necessary or expedient to the attention of the committee.

Dispatch to the Associated Press.

THE EX-CONTUMACIOUS WITNESS.

It has heretofore been stated that Joseph B. Stewart entered suit against Speaker Blaine and Sergeant-at-Arms Ordway, claiming $100,000 for false imprisonment, growing out of the proceedings of the Wilson Credit Mobilier Committee, the witness having declined to answer certain questions propounded to him. To-day Attorney-General Williams sent to Judge Pascal, of counsel for Stewart, Speaker Blaine's replication, maintaining that the House of Representatives has a right to attach for the contempt of a contumacious witness.

MONTANA CLAIMS.

One hundred and twenty-five thousand dollars were paid at the Treasury Department to-day on account of the satisfaction of the Montana war claims. The remainder of the claims will be paid as soon as the proper examination can be made.

MR. BROOKS.

Congressman Brooks, in a very feeble condition, was taken to the Norfolk steamer to-day, in the hope that a change of air to a warm sea-coast would aid in the restoration of his health.

Opening of Navigation.

POUGHKEEPSIE, N. Y., April 3.—The ice in Saugerties Creek broke up to-day, and was carried out into the Hudson, doing, however, no damage. The steamer Norwich reached here to-night from Rondout, having come through solid ice all the way. The trip was made in a little over five hours, the distance being sixteen miles. It is thought a boat will be able to get through to Albany on Monday.

CITY OF KINGSTON, N. Y., April 3.—The floods in the streams in Southern Ulster are abating, and no danger is now apprehended.

ALBANY, N. Y., April 3.—The ice in the river, at this point broke loose to-day and moved down the stream about half a mile, when it became clogged in the gorge below.

Serious Railroad Accident—Many Persons Wounded.

RUTLAND, Vt., April 3.—The mail-train over the Harlem Extension Railroad that left Rutland at 9:05 o'clock A. M. to-day, met with a serious accident at Hunt's Crossing, one-half mile north of Bennington Station, caused by the spreading of the tracks. The locomotive and a milk-car passed safely, but the baggage-car, mail-car, and passenger-coach were hurled from the track down an embankment about twelve feet high. The coach was turned over, and remained bottom up; the smoking and mail cars were badly smashed, and the tracks scattered in all directions. The following is a list of the wounded, as far as ascertained:

C. S. Maltby, of Millerton, N. Y., leg and arm broken.

S. S. Cromack, of Bennington, Vt., injured about the head and shoulders.

Miss Julia Mattison, of Shaftsbury, Vt., wrist dislocated.

Miss Woodcock, of Manchester, Vt., injured about the head.

R. F. Hurd, of Arlington, flesh wound and contusion over the eye.

H. B. Brown, of North Adams, Mass., severely injured.

M. R. Sacket, of West Lebanon, cut about the head.

Frank Wilder, of Rutland, Vt., baggage master, and several others from Bennington, were hurt about the head and shoulders.

Superintendent White, assisted by Conductor McClure, and the other employes of the train, promptly rendered all the aid in their power to make the injured passengers comfortable. The road is now clear and the trains running regularly.

NEW-JERSEY LEGISLATURE.

The General Railway Law—Commissioners of Deeds—Legislative Reform.

Special Dispatch to The New-York Times.

TRENTON, April 3.—The House to-day passed a supplement to the General Railroad law, authorizing companies under it to establish and operate ferries wherever necessary for their convenience. A motion to reconsider the vote, by which the Newark Park bill was yesterday killed, was strongly negatived. In the Senate an effort was made to have a supplement to the Longwood Valley Railroad placed upon the calendar, but it failed, the Senate adhering to the resolution of yesterday prohibiting the consideration of special acts of incorporation. Among bills passed by the Senate were the following: To incorporate the German, English, and French Academy, of Hoboken; providing for laying out avenues in the County of Hudson; relative to the support and government of the Jersey City public schools. The bill relative to the Controllership of Hoboken was lost.

A supplement to the act concerning railroads, introduced in the House, provides that any company which has filed the survey of a route may change the same, if found necessary. A bill has also been introduced to add one-half a mill to the tax rate, making it in all three and a half mills. The additional half mill will realize $301,500 toward meeting the extraordinary appropriations of the session.

Gov. Parker has nominated the following persons as Commissioners of Deeds in other States: New-York—Francis M. Copelaud, Lorenzo M. Shute, Watson J. Hildreth, S. P. Stearns, Thos. Sadler, Henry N. Meeker, Wm. P. Ewing, E. D. Hammond, Henry H. Thompson. Pennsylvania—George W. J. Ball, Charles F. Schively, Edwin L. Abbott. District of Columbia—Nicholas Callan. Georgia—John W. Burroughs. South Carolina—Thomas Frost. Alabama—Richard B. Owens. Tennessee—B. F. Murphy. Delaware—Curtis W. Wright. Connecticut—John H. Brookleeby.

The Governor has also nominated Brig.-Gen. Perrine, as Major-General by brevet, for long and meritorious services, as Quartermaster General of the State, Col. Thomas McKeon is nominated as Riprarian Commissioner in place of Judge Peter D. Vredenburgh, recently deceased.

A joint resolution was introduced in the House this afternoon, proposing an amendment to the Constitution prohibiting private legislation, limiting the legislative session to forty days, and providing that the pay of members shall never exceed $1,000, which shall cover all mileage and other incidentals. The resolution failed to pass by three votes. An effort will be made to reconsider.

The special Investigating Committee on the matter of charges against the State Treasurer, growing out of the insurance of the State buildings, made an extended report exculpating that official, but delaring that he had been guilty of an error of judgment in not inviting proposals from underwriters generally.

The Legislature will adjourn *sine die* at noon to-morrow.

THE WEATHER.

Synopsis and Probabilities.

WASHINGTON, April 4—1 A. M.—The storm centre that was Wednesday night in Montana is now in Dakota and Nebraska, and the barometer has fallen, especially in Iowa; fresh and brisk southerly winds prevail from the Gulf States northward to Iowa, and southwesterly winds in the Ohio Valley; clear weather is at present reported, with somewhat increasing humidity, over this entire region; north-easterly winds, with cloudy weather, are reported from the upper lakes, and north-west as far as heard from; light winds and calms, with clear weather, prevail in the South Atlantic and Middle States; north-west winds and clear or clearing weather, with rising barometer, over New-York and New-England.

PROBABILITIES.

The area of lowest barometer will move, during Friday, eastward over Iowa and Missouri; for the Gulf States, increasing southerly winds, with cloudy weather, and possibly rain along the coast; for the South and Middle Atlantic States, falling barometer, south-easterly winds and rising temperature, followed by Friday evening by cloudy or threatening weather; for the lake region in general, falling barometer, north-easterly winds, cloudy and threatening weather; for the upper lakes the winds will increase to brisk, with rain by Friday afternoon.

Cautionary signals are continued at Duluth, Milwaukee, Chicago, and Grand Haven, and ordered for Detroit, Toledo, and Cleveland.

THE ATLANTIC.

Citizens of Vermont Among The Lost.

Among the passengers lost on the ill-fated Atlantic were Cyrus M. Fisher and wife, formerly of Vergennes. Mr. Fisher was for some years a promising lawyer in Vergennes, being a partner of Hon. F. E. Woodbridge, was State's Attorney of Addison County, Vermont, and creditably represented his city in the Legislature in 1861 and 1865. He was a man of good address and much geniality. He has resided in London for several years past. His wife was the eldest daughter of William Y. Ripley, of Rutland, and a sister of Gens. Wm. Y. W. and Edward H. Ripley, of that village.

Recovering the Bodies.

Mr. Freeman D. Markwald, a cabin passenger of the Atlantic, sends the following dispatch to the Associated Press:

HALIFAX, April 3.

"Say to the friends of the cabin passengers of the steamer Atlantic, that I will remain with the wreck until I have secured all the lost cabin passengers. I have boxes going to the wreck this morning to receive the bodies. The bodies of Mrs. Fisher and Miss Merritt we have. The bodies of Mr. and Mrs. Merritt, Miss Serymser, and John H. Price, of New-York, I have great hopes of securing."

Inquiries at Castle Garden.

The applications at Castle Garden by the friends of the passengers expected by the Atlantic, were fewer in number yesterday than on Wednesday, and as the officers were busily engaged in attending to the arrivals by the Montreal, the applicants were, in all cases, referred to the office of the White Star line, No. 10 Broadway, where it was supposed fuller and more correct information might be obtained than could be furnished by the Castle Garden officials.

Action of the Dominion Parliament.

OTTAWA, April 3.—In Parliament, last night, a discussion took place with reference to the Atlantic disaster, when it was stated that the Government had ordered a searching investigation. An appropriation was made during the last session of Parliament for the erection of a light-house at the point where the accident occurred, and it was deeply regretted it was not ready in time to have prevented the disaster.

The Passengers Coming to New-York.

PORTLAND, Me., April 3.—A dispatch to Capt. Coyle says all the Atlantic's passengers will leave Halifax at 9 o'clock to-night, in the Falmouth, arriving here at midnight on Friday night, and hence be conveyed by a Pullman on the Eastern Road to Boston, and by the Fall River line to New-York. None left in the Chase.

The Rhode Island Election.

PROVIDENCE, R. I., April 3.—Full returns of the election give Howard, Republican, for Governor, 9,637; Chace, Democrat, 3,779; Van Zandt, Republican, for Lieutenant-Governor, 6,482; Ballou, Temperance and Republican, 3,933; Wales, Democrat, 3,920; scattering, 133. Van Zandt lacks 409 votes of an election.

Beef Riot in Havana Apprehended.

HAVANA, April 1, via KEY WEST, April 3.—The butchers and slaughterers have had a difficulty, in consequence of which the slaughterers demand exorbitant prices for their meat. The commonest beef is $8 per arroba, at wholesale, and the poorer classes of the people are unable to purchase it.

FOREIGN NEWS.

Castelar Demands a More Decided Policy from the Spanish Ministry—The Cure of Santa Cruz.

MADRID, April 3.—Señor Castelar threatens to resign unless the Ministry adopt a more decisive and energetic policy. His colleagues hesitate to interfere in the conflict between the people and the municipality of the capital. The popular leaders declare the corporation responsible for future events.

The Curé of Santa Cruz has arrived at Vera, with the troops in close pursuit. His uncle and sister have fled into France.

The Carlists are reported to have shot sixty prisoners at Berga.

Seven thousand Minie rifles, the first installment of the 15,000 promised, have been forwarded to Barcelona for distribution among the people. The Armament Committee there is preparing a levy en masse for the defense of the Province.

A disturbance occurred yesterday in the artillery barracks at Valencia. Several men were killed or wounded. Order has been restored. Particulars of the affair are not published.

The Carlists' Movements—Communism.

BAYONNE, April 3.—Gen. Nouvillas has arrived at Estella, twenty-five miles south-west of Pampeluna, and made it the head quarters of his operations against the Carlists.

The Commune has been declared in the Province of Salamanca. Some rioting followed, but it was suppressed by the gensdarmes.

A Flurry in the House of Commons—Liberty of the Press.

LONDON, April 3.—In the House of Commons to-night Mr. Munster, member for Mallow, rising to a question of privilege, had read by the clerk an extract from the *Pall Mall Gazette* reflecting on the conduct of the Irish members in regard to the Dublin University bill. Mr. Munster particularly complained of the words: "The bill cut the ground from under their Fenian agitations and their traffic in noisy disloyalty." After a long speech he moved that the article "libelously reflected on the conduct of certain members and was a breach of the privileges of the House."

Mr. Disraeli said the article referred to certain ultramontane members; there was no a cific allusion. He thought before the House interfered with the liberty of the Press it had better ascertain who the ultramontane members were. [Cheers and laughter.]

Mr. Mitchell Henry, member for Galway, thought the epithet "ultramontane" was clearly used as a term of reproach. He appealed to the House to be as careful of the honor and character of its Irish members as of others.

Mr. McCarthy Downing, member for the County Cork, declared that when defending the principles of his faith he was not ashamed to avow that he was ultramontane. He indignantly repudiated the charge of disloyalty. Had the abuse been directed at the Scotch and English members as well as the Irish, there would have been no difficulty. He expressed astonishment that the leader of the Opposition should attempt to prevent discussion.

Sir John Duke Coleridge opposed the motion, and regretted the debate, but thought the subject could not be disposed of by a joke. He cited precedents, and showed that members must be attacked as members, if the charge of libel was to hold; an attack on the House at large was not sufficient to constitute a breach of privilege.

Mr. Agar-Ellis, member for Kilkenny County, while he was not an ultramontane, could not but condemn the newspaper article as improper and disgraceful. He was surprised at Mr. Disraeli's course, and said he should vote in favor of the motion.

Mr. Bermal-Osborne confessed he was ignorant of the meaning of the word "ultramontane." He had heard Mr. Gladstone called "ultramontane." The members from Ireland, honest and conscientious, had been grossly insulted; but he hoped the miserable publisher would not be dragged before the bar. It would be better to treat him with contempt.

Mr. Ronayne, member for the City of Cork, said he supposed he was one of the members to whom disloyalty was imputed; but he rejoiced at the appearance of such articles as the one in question. The tone of the English Press was doing more to promote "Home rule" than centuries of anguish and oppression. Mr. Disraeli's joke would have the same effect in Ireland which his speech had years ago when he made reply to his constituents who had given three cheers for the famine in Ireland. [Cries of "Oh! oh!" and cheers.]

Mr. Munster said he could easily dispose of Mr. Disraeli's joke. Daniel O'Connell was once summoned to the bar of the House because he publicly declared the Tories had perjured themselves. He ought to have asked whether there were any Tories there.

Mr. Gladstone remarked that he appeared to be the hero of the first paragraph of the article. He thought the attack was not a breach of privilege, although it was unjustifiable and without foundation. He appealed to the member from Mallow to withdraw his motion, because, if it was defeated, the mover would be placed in an unenviable position.

He sympathized with the gentleman, but the consciousness that he had done his duty should neutralize detraction.

The motion was withdrawn.

The Bank of England Forgery—Another Arrest in Scotland.

LONDON, April 3.—George Bidwell, one of the men alleged to have been implicated in the frauds on the Bank of England, has been arrested in Edinburgh.

LONDON, April 3—Evening—The arrest, in Edinburgh, of George Bidwell, the alleged Bank of England forger, was effected just as he was about taking his departure from that city for America. Bidwell made strenuous efforts to escape capture, and was only secured after a sharp chase over a number of garden walls. Upon being brought to the station-house he was searched, and a number of important letters, addressed to "George Bidwell," were found in his possession. He will be brought to London to-day.

HAVANA, April 1, via KEY WEST April 3.—It is reported that Bidwell will remain in Havana if released from custody, and sue the Government for illegal arrest and detention. It is also said that Bidwell has been identified as a forger of long standing in the United States. A Spanish lawyer is making strenuous efforts to obtain his release before the arrival here of the English detectives.

M. Grevy and the Assembly—The Duc D'Aumale.

PARIS, April 3.—M. Grevy refuses to withdraw his resignation, and M. Casimir-Perier will probably succeed to the chair of the Assembly.

Gen. De Chanzy has informed the Committee on Capitulations that the Government has received its report on Marshal Bazaine's case, and has decided to proceed with the trial by Court-martial.

M. Berthémy, who formerly represented the French Government at Washington, has been appointed Envoy to Japan.

The Duke d' Aumale was received as a member of the French Academy to-day. On taking his seat he made an address, quiet in tone, and free from political allusions, but closing with an eloquent and patriotic appeal, the last words of which were:

"Poor France! Let her pick up her broken sword, labor, and take heart."

Proceedings in the French Assembly.

VERSAILLES, April 3.—The Assembly to-day, after a scene of excitement and disorder, voted to proceed with the discussion of the clauses of the Lyons Municipality bill.

An election will be held to-morrow to fill the vacancy caused by the resignation of President Grevy. One of the most prominent candidates is M. Louis Martel, a leading man of the Right Centre.

An Alarmist in the Portuguese Parliament.

LISBON, April 3.—In the Parliament, to-day, Deputy Vallada made an alarmist speech. He declared the Crown was beset with dangers from the latest revolutionary element.

The President of the Ministry answered the Deputy, showing that his fears were groundless, and called on the House to trust in the loyalty of the country.

Electoral Reform in Austria.

VIENNA, April 3.—The Emperor has given his sanction to the Electoral Reform Bill. The announcement was made in the Reichsrath to-day, and was received with prolonged cheering.

A New-York Clergyman in Berlin—The Pope.

BERLIN, April 3.—Rev. Dr. Thompson is lecturing before large and interested audiences in this city. His subject is the Church in America.

LONDON, April 3.—A dispatch from Rome says the Pope is slightly ill.

A MODEL POLICE COMMISSIONER.

If the Chief is a Defaulter, What Can be Expected of the Subordinates?—A New Texts for Public Consideration.

(From the Times of March 6, 1873.)

The following presents in a brief form the case against "Hank" Smith, Chairman of the Police Commission. The facts have been published before and never contradicted:

Police Commissioner Hank Smith stands charged with the following grave offenses:

I. As President of the Bowling-green Savings Bank, he testified under oath that at the time of the bank's suspension it possessed $25,000 worth of New-York street improvement bonds. These were not found by the receiver among the assets of the bank.

II. Among the call loans of the bank appears the sum of $69,023 under the names of persons who cannot be found. The Investigating Committee said they believed that "such loans purporting to have been made are fraudulent, and that the names are fictitious."

III. Hank Smith authorized loans on worthless collaterals and loans without security, which involves a loss to the depositors of the Bowling-green Savings Bank of $38,441 57.

IV. In the bank report, sworn to by Hank Smith, the sum of $81,011 68, being a portion of the current expenses of the bank, is, with apparent intention to deceive, put down among the "loans" of the bank.

V. Hank Smith was one of the three officials who drew money from the Guardian Savings Bank on the credit of the Bowling-green Bank, and appropriated it for their own uses. The entire sum thus appropriated, including an overdraft directly made on the funds held in trust, amounts to $64,736 76, and it stands at present as a claim against the Bowling-green depositors.

VI. His position as Police Commissioner enabled Hank Smith to obtain possession of $18,000 belonging to the widows and orphans of policemen killed in the discharge of their duty. This sum has been lost in the collapse of the Bowling-green Bank.

VII. The contributions of 2,300 policemen, amounting to $13,000, for the benefit of the sufferers by the Chicago fire have never emerged from the custody of Hank Smith's bank.

VIII. Hank Smith has, through corrupt influence, succeeded in evading for about five years payment of the rent of Pier No. 40 North River, leased to him by the Commissioners of the Sinking Fund. He has so far cheated the tax-payers out of $62,316.

Yet in spite of these uncontradicted charges Hank Smith continues to hold the position of Police Commissioner, and finds the support of the *Tribune*, which has good reasons for keeping Hank in his present office.

The Quarantine Commission—Testimony Before the Senate Committee.

ALBANY, April 3.—The Senate Finance Committee to-day heard the evidence of Chas. H. Haswell, engineer of the Quarantine Commission. He gave his evidence at great length as to the details of the work performed at Quarantine.

Francis E. Howard was brought before the committee also, and testified that he was secretary from May 15, 1870, to March 17, 1873. Had received during 1870 over $54,000, which was expended in the work; $100,300 during 1871, and over $250,000 in 1872.

Theodore E. Leeds, now the secretary of the board, gave exhibits from books, and presented sundry records of the Commissioners as taken for reference.

The committee then adjourned until Friday evening.

The Bull's Head Bank.

To the Editor of the New-York Times:

The report in THE TIMES of to-day in relation to us, in connection with the Bull's Head Bank, is incorrect in every particular, inasmuch as we never got any loans or certificates of deposit from the bank on our own notes alone, but always by discounts of notes of other parties, or, in very exceptional cases, by discount of our own note with approved collaterals. Our business with the officers of the bank was transacted sometimes with the President and cashier in consultation, and sometimes with the President alone, but always during business hours—and there never was an instance of the loan of two sums of $5,000 in one day.

Since we commenced business with the bank in February, 1870, no note of ours has ever laid over or even been renewed, but everything has been promptly paid. Respectfully,

WILLARD FELT & CO.,

NEW-YORK, Thursday, April 3, 1873.

BENJ. W. HITCHCOCK, "The founder of cities" on Long Island, has purchased a magnificent tract of land in Flushing, close to churches and schools, and in a locality famous for its splendid villa residences and picturesque scenery. He proposes to continue the City sidewalk, when now reaches the property, and to lay stone sidewalks, and set shade trees and shrubbery throughout, the same as he has improved and is improving CORONA PARK, where the dwellings are springing up as if by magic.—*News.*

"LITTLE SUNSHINE, OR THE WORKING GIRL'S OATH," a new story by FRANCIS S. SMITH, will be commenced next Monday in the New-York *Weekly*.

Persons giving up housekeeping, or going abroad can procure storage for silver-plate, pictures, libraries, and trunks of other valuables, at the STUYVESANT SAFE DEPOSIT COMPANY, corner 26-av. and 7th-st., opposite Cooper Institute.—*Advertisement.*

THE FINEST REFRESHMENT ROOM in New-York. The QUAKER DAIRY, just opened, between Grace Church and Stewart's, in Broadway. Tables reserved for ladies and children.—*Advertisement.*

The Clear, Ruddy Glow of Health is given to the complexion by using BURNETT'S KALLISTON.—*Advertisement.*

THE SEMI-WEEKLY TIMES.

THE NEW-YORK SEMI-WEEKLY TIMES, published THIS MORNING, contains the very latest telegraphic and general news; editorials on matters of current interest; a page of carefully-prepared commercial matter, giving the latest financial news and market reports; items of agricultural and domestic interest

REAL ESTATE TRANSACTIONS.

The following is a review of the business transacted at the Exchange yesterday, Thursday, April 3, and, as will be seen, but one or two of the auctions held were successfully consummated:

Joseph McGuire, at public auction, disposed of City real estate, viz.: One three-story and basement brick house and lot—latter 19.6 by 100.5—No. 225 East Fifty-ninth-street, north side, 225.6 feet east of Third-avenue; sold to Michael Crohn for $8,525; one lot, 25 by 102.2, on the north side of East Seventy-sixth-street, 250 feet west of Avenue B; sold to A. McCullough for $2,300; and four lots together, forming plot in size 99.11 by 100, on New-avenue, north-east corner of One Hundred and Forty-second-street; sold to M. O'Neil for $2,650 each.

A. J. Bleecker, Son & Co., by order of the executors of the estate of Daniel Marly, deceased, sold the three-story frame house, with lot 20 by 80, No. 228 West Thirty-fourth-street, south side, about 50 feet west of Seventh-avenue, for $11,800. The purchaser being Patience Spratt, and this auction closed the day's business at the Exchange as far as sales are concerned.

The following City property was, in addition, offered by the auctioneers named, but not sold: By D. M. Seaman, the brown-stone-front house and lot No. 233 East Seventy-ninth-street, 127 feet east of Second-avenue, knocked down for $12,700. By Allen, Dooley & Hennessee, three lots on the north side of West Sixty-seventh-street, 218 feet east of Eleventh-avenue, withdrawn upon a bid of $9,000 per lot. By Messrs. Stone, the brown-stone-front house and lot No. 239 East Fiftieth-street, 205 feet east of Third-avenue; knocked down for $14,000; and by same auctioneers, two lots on the south side East One Hundred and Fourteenth-street, 225 feet east of Second-avenue; knocked down for $2,725 each.

The sale of property located at Riverdale, on the Harlem River, owned by H. L. Atherton, Esq., and offered by Muller, Wilkins & Co., did not meet with success, only five plots being up and knocked down as follows, but whether sold or not, we are at present unable to state: Jesse, with plot of land containing 31 36-100 City lots, located on River-avenue; R. Gilnot, $23,500. Plot containing 28¼ City lots, south-east corner Fairside and River avenues; Sealy & Co., $625 per lot. Plot containing about 25 City lots, on the east side of Riverside-avenue, adjoining above; Mr. Gilnot, $400 per lot, and two plots on Broadway, containing about 2 City lots, $700 per lot. The sale of the balance of the plots were publicly withdrawn. We regret that a better success was not achieved, for the property is all handsomely located, and destined ere long to greatly increase in value. It is only unpleasantness that had the land been divided into smaller lots, and not offered in such large plots, the result would have been more favorable.

Interlocutory sale of legal auctions, affecting the title of City realty, were announced as follows: Sales by R. P. Fairchild of a house and lot on East Eleventh-street, east of a house and lot on East Fifteenth-street, both west of Avenue A, adjourned to the 17th inst.; sale by H. Ludlow & Co. of the two houses and lots Nos. 176 and 177 Avenue C, south-west corner of Seventh-street, adjourned to the 21st inst., and sale by James M. Miller of the store and lot No. 230 Chrystie-street, adjourned to May 1.

Concerning the result of the auction held in Brooklyn, by Jere. Johnson, Jr., full particulars will be given to-morrow.

The legal sale of property at Clifton, Staten Island, by Hugh N. Camp, noticed for yesterday, did not take place, but was adjourned to the 10th inst.

In reference to other auctions announced for the day, reports, if received, will be duly noted.

TO-DAY'S PROPOSED AUCTIONS.

For to-day auctions are advertised to occur as follows:

By Muller, Wilkins & Co., public auction sales of real estate, namely: The three-story high-stoop brick house and lot, situate on the south side of West Thirty-seventh-street, near Fifth-avenue, known as No. 41; house about 20 feet deep, lot 25 by 100.5. The three-story brick house and lot, situate on the easterly side of Mulberry-street, between Spring and Prince streets, No. 340; lot 25 by 100 feet; and the three lots, with two-story and attic frame house and out-buildings thereon, situate on the easterly side of Bennet-street, West Mount Vernon, Westchester County, commencing on the south-east corner of Smith-street; lots each 97 by 125 feet.

By E. H. Ludlow & Co., public auction sale of the three-story and basement high-stoop brick houses and lot No. 35 Great Jones-street, south side, about 525 feet east of Broadway and 220 feet west of the Bowery; lot 27 by 80; house 49 feet deep, with two-story extension 24 by 25. Also, the four-story and English basement brick house and lot No. 513 West Twenty-third-street, north side, 118.8 feet west of Tenth-avenue; lot 18.5 by 98.9.

By Winans & Garretson, adjourned foreclosure sale, by order of the Supreme Court, George H. Geldschmidt, Esq., referee, of one lot, 25 by ½ block, with a two-story and attic brick house upon the front thereof, and a four-story brick factory in rear, situate on East Forty-third-street, south side, 100 feet west of Third-avenue.

By Lewis E. Wood, at Jersey City, N. J., on the premises, at 9 o'clock, public auction sale of the three-story stone and brick house and lot No. 179 Pavonia-avenue, 75 feet west of Henderson, late Prime-street, lot 25 by 100, house 22 by 45. Also, plot of land, 25 by 200, situate on Eighth-street, in rear of above property.

Exchange Sales, Thursday, April 3.

NEW-YORK.

By Joseph McGuire.

1 4-story and basement brick h. and l. No. 225 East 59th-st., n. s., 225 ft. e. of 3d-av., lot 18.9 by 100.5, house 22 ft. deep.....$8,525
3 lot East 70th-st., n. s., 200 ft. w. of Avenue A, 25x102.2.....2,960
4 lots Newport, n. s. corner 145d-st., together forming plot in size 99.11x100, $2,650 each.....10,600

By A. J. Bleecker, Son & Co.

1 3-story frame h. and l. No. 202 West 45th-st., s. s., about 60 ft. w. of 7th-av., lot 20x80.....$11,950

Recorded Real Estate Transfers.

NEW-YORK.

Wednesday, April 3.

Amity-st., s. s., (No. 102,) 25 ft. w. of Sullivan-st., 25x93.....$15,000
Broadway, (No. 908 East,) s. s., 24x77.7.....17,775
Boulevard, w. s., 25.8 ft. s. of 95d-st., 25x100.....13,500
Broadway, No. 69, Hamersley, No. 6; Mr. Cunningham, No. 16,64 42'95S.46 11-12th parts.....186,916
Carmine-st., s. s., (No. 44,) 18.8x100.....13,000
Canal-st., s. s., 118.8 ft. e. of Sixth-av., 25x100.....
Cherry-st., s. s., (No. 52,) 60.6 ft. n. of Montgomery-st., 20.2x70.....17,500
Hamilton-st., s. s., 300.6 ft. e. of Catherine-st., 22.6x100.....7,000
Hamilton-st., s. s., 18.11 ft. w. of Hanover-st., 20x60.10.....28,286
Hamilton-st., s. s., 153.9 ft. n. of Rivington-st., 21.8x100, 4-5th parts.....8,250
Same property.....1,680
Same property, s. s., 172 ft. e. of 2d-av., 21.8x100.....17,000
23d-st., s. s., (No. 316 E.,) 200.10 ft. e. of 2d-av., 18.1x99.....9,000
29th-st., n. s., No. 121 East, 184.5 ft. w. of Lexington-av., 20x98.....22,000
30th-st., s. s., 175 ft. e. of 8th-av., 25x100, q. c.....
30th-st., s. s., 125.5 ft. e. of 10th-av., 25x98.5.....23,000
30th-st., s. s., 250 ft. e. of 9th-av., 12.5x98.5.....12,500
30th-st., s. s., 275 ft. w. of 10th-av., 25x100.4.....6,500
34th-st., s. s., 125 ft. e. of 5th-av., 30x100.4.....53,000
34th-st., s. s., 112.5 ft. w. of Broadway, 20x100.5.....17,500
37th-st., s. s., 187.11 ft. e. of 9th-av., 21.5x100.5.....40,000
38th-st., s. s., 187 ft. e. of 2d-av., 17x100.5.....10,000
39th-st., s. s., 110 ft. w. of Lexington-av., 20x100.5.....18,000
39th-st., s. s., 150 ft. e. of Madison-av., 25x100.5.....55,000
39th-st., s. s., 325 ft. w. of 3d-av., 30x102.2.....15,500
39th-st., s. s., 175 ft. w. of 1st-av., 100x102.2.....25,000
39th-st., s. s., 100 ft. w. of 10th-av., 21x100.5.....14,000
121th-st., s. s., 121.6 ft. w. of 4th-av., 16x100.11.....8,375
121th-st., s. s., 105 ft. w. of 4th-av., 16.6x100.11.....8,375
121th-st., s. s., 137 ft. w. of 3d-av., 20x100.11.....8,400
121th-st., s. s., 242 ft. w. of 3d-av., 17x100.11, No. 170.....8,000
122d-st., s. s., 275.6 ft. e. of 9th-av., 20x99.11.....10,500
123d-st., s. s., 175 ft. w. of 3d-av., 17.10x99.....14,000
126th-st., s. w. corner 5th-av., runs w. on 126th-st. 100, s. 100, e. 100, n. 100 to 5th-av., 100.....nom.
126th-av., s. w. corner 103d-st., 100.11x325.....29,000
126th-av., s. w., No. 225, 72 ft. s. of 125th-st., 42x80.....40,000
126th-av., w. s., 54.11 ft. s. of 121st-st., 25x75.....7,000
126th-av., s. w. corner 121st-st., 50x100.....12,000
126th-av., s. w. corner 53d-st., 125.5x100.....nom.
126th-av., s. w. corner 24th-st., 24.8x77.6.....15,000

LEASES.

West-st., No. 298, 7 years, at.....$1,350
Washington-st., No. 206, 5 years, at.....3,200
Pine-st., No. 170, 1 year, at.....1,200
Pine-st., No. 2, 5 years, at.....1,500
1st-av., No. 337, 5 years, at.....1,600
8th-av., s. e. corner of 36th-st., (store and basement,) 3 years, at.....3,000

CITY REAL ESTATE.

CHOICE DWELLINGS NEAR 5TH-AV.

$28,000—54th-st., 24x81.8x98.9 feet.
$12,000—38th-st., 20x45x100 feet.
$12,000—39th-st., 21x50x100 feet.
$25,000—39th-st., 20.6x5ex100 feet.
$25,000—41st-st., 22x55x100 feet.
$22,000—42d-st., 22x54x100 feet.
$23,500—42d-st., 22x54x100 feet.

V. K. STEVENSON, Jr., No. 11 Pine-st.

FOR SALE OR TO RENT—FULLY AND elegantly furnished, No. 227 Madison-av., near 39th-st., Murray Hill, built by the late David Robbins; a splendid four-story brown-stone high-stoop house, 20x58, and two-story extended dining-room and house is beautifully finished, grained, painted, frescoed, and in perfect order. The furniture is handsome and costly. The above is a most desirable house, and is suitable for a private family of most refined taste; possession on or before May, 1 next ensuing. For terms, &c., apply to HOMER MORGAN, No. 2 Pine-st., or E. H. LUDLOW & CO., No. 3 Pine-st. and No. 35 East 17th-st.

FIFTY-SIXTH-ST., (CENTRAL PARK,) NOW EAST OF BROADWAY—Highest point and most magnificent lengthway view of the Park; splendid dwellings, adjoining; one frescoed and finished regardless of cost; the whole, $30,000 cash, or part; a bargain. V. K. STEVENSON, Jr., No. 11 Pine-st.

FOR SALE—FIVE FOUR-STORY BROWN-stone houses, located in 62d-st., between Broadway and 6th-av., 50 feet west of Broadway; also, three three-story brown-stone high-stoop houses, 150 feet west of 6th-av., on 65th-st., with renewals sixty years, at low lease. Inquire on the premises, or at No. 243 West 46th-st.

ONE MORE HOUSE.—FOR SALE AT A sacrifice, No. 228 West 46th-st., three-story and basement brown-stone, 18.9x75, all the improvements, near Broadway. J. M. STEVENS & BROS., Lumber Dealers, 47th-st., North River, No. 6 Pine-st., 2 P. M.

FOR SALE AT A BARGAIN.—THE elegant four-story brown-stone house on the north side of 74th-st., third house west of Madison-av.; size, 20x57; lot, 20x100; finished in hard-wood in the most superb manner. Party will be on the premises to show the same every afternoon from 1 to 6 o'clock.

FOR SALE—AT A SACRIFICE, IN BROOKlyn, the house No. 471 Lafayette-av., near Skillman-st.; it is perfect of its kind, and will be sold with a very small cash payment and on most liberal terms as to mortgage.

HOMER MORGAN, No. 2 Pine-st.

FOR SALE IN WEST 44TH-ST. FIRST-CLASS three-story and basement high-stoop brown-stone houses, Nos. 248 to 253, 20x50 and 18.9x50. Price $27,000 and $18,000. Inquire on premises or of JAMES BLACKBURST, No. 225 West 45th-st.

TO BUILDERS—FOR SALE, EASY terms; five choice lots on 79th-st., 100 feet east of Madison-av.; excavated. Apply before 11 A. M., at No. 139 4th-av.; no brokers; no letters.

CITY REAL ESTATE.

500 LOTS ON BROADWAY,

10TH AND 11TH AV. BOULEVARDS,

in plots to suit purchasers. Catalogues ready. Very easy terms. No better investment offering in the market.

For particulars and terms apply at Hazard's office, No. 110 Broadway.

DANIEL BUTTERFIELD.

18 EAST 40TH-ST., NEAR 5TH-AV.

For sale, in 40th-st., just east of 5th-av., a beautiful four-story brown-stone house, 17x60 feet. Has been recently overhauled in the most thorough manner; the plumbing-work, mantels, &c., being all new and of the best quality, and is tastefully decorated; lot 100.5 feet in depth.

The owner will sell the house with the handsome fixtures and furniture, or the house and lot can be bought without the furniture. We would recommend it to the attention of any one desiring to purchase an attractive house in the best location in New-York, at a very reasonable price. To a professional man it would be especially desirable. A comparatively small amount of cash to be paid down.

For further particulars and permits apply to

E. H. LUDLOW & CO.,
No. 3 Pine-st. and No. 35 East 17th-st.

FOR SALE—HALF BLOCK (COMPRISING ten lots,) fronting on Washington, West and Hubert sts., together with 100 feet valuable bulkhead. This is the largest vacant plot to be had in lower part of City. Terms easy. Address JAMES PRICE, agent, No. 200 Hudson-st.

FOR SALE OR TO LET—BROWN-STONE house, No. 20 Beekman-place, north-west corner 50th-st., 20x80x75, mirrors, gas-fixtures, and shades included; price, $25,000; rent, $2,000. Address Box No. 1,324 New-York Post-office.

FOR SALE OR TO RENT.—THE MEDIum-sized brick-house and lot No. 224 West 21st-st.; lot, 20x103; house three story, high stoop, and in perfect order; price low.

FOR SALE.—AN ELIGIBLE CORNER ON Union-square; lot in fee. Inquire of HOMER MORGAN, No. 2 Pine-st.

BROOKLYN REAL ESTATE.

RAPID TRANSIT.—CHOICE LOTS, 25x106 feet, under close restrictions, in a first-class neighborhood, near Prospect Park, Brooklyn, and the line of the proposed rapid transit steam road, for sale, at $500 and upward, a rare splendid opportunity for investment or speculation; also, a new three-story brick house, 20x38x106, with every improvement, at a bargain. Apply at the office of the late A. J. WALKER, No. 112 John-st., New-York, from 12 to 2 o'clock.

$14,000—FOR THREE-STORY high-stoop brick house 19x51x104, in Tompkins-place, near Hamilton-st., Brooklyn, will exchange for a farm on the Central Railroad of New-Jersey, between Roselle and Plainfield, near depot.

BIKER, HESSE & CO.,
NO. 5 PINE-ST.

COUNTRY REAL ESTATE.

Rapid Transit

ALREADY ESTABLISHED.

For homes on the line of the Central Railroad of New-Jersey, apply to A. D. HOPE, or ELSTON MARSH, No 119 Liberty-st., New-York.

FOR SALE AT ORANGE, N. J.,
An elegant residence, with one acre of land; carriage-house, stable, hennery, &c., but five minutes' walk from the depot; street macadamized and lighted with gas. House is most substantially built, contains twelve rooms, store-room, and bath-room, large and ample closets, and replete with all modern conveniences—gas, furnaces, range, stationary tubs, &c., and in first-class order. Grounds beautifully laid out; handsome lawn, well shaded; fine garden, and a large number of the choicest varieties of fruit-bearing trees, all in good condition. Needs but to be seen to be appreciated. Address, for further particulars, Box No. 4,378 Post-office, New-York.

A VALUABLE WATER-FRONT RESIdence on the Sound, at Rye, one mile from depots; about three acres of beach-garden; all the improvements. Also, cottage; fourteen rooms; stabling for five horses; bath house, &c.; about three hundred feet front, with sea-wall. A fine place for yachting, fishing, and bathing; a charming location; remarkably healthy. Terms easy. Apply to F. J. HALL, Rye, N. Y., or No. 41 South-st., City.

MONTHLY PAYMENTS FOR AN ELEgant house—Eight rooms, bath, water-closets, elevated oven-range, wash-trays, &c., &c.; only $50 a month, without interest, and $750 down will buy it with two lots, on seventy-fifth street, four minutes from depot at Whitestone, Long Island, one hour from City Hall, by forty-one trains daily, from 6 A. M. to midnight; a year's commutation free. Call on H. K. VAN SICLEN, No. 183 Nassau-st., and get free pass.

FOR SALE—AT MALBURN, N. J.—100 acres of land situated on high ground, with magnificent views of the surrounding country, including Staten Island, &c.; the location is as healthy as any in the State; adjacent to the elegant residences of Kenyon Cox, Esq., Hon. A. Oakey Hall, &c. Part of this land is ready for immediate building and improving. Price only $600 per acre. Apply to TAYLOR & STEARNS, No. 1½ Pine-st.

FOR SALE OR TO LET—AT RYE, N. Y., on the New-York and New-Haven Railroad, and within three-quarters of a mile of the station, a beautiful house containing eight rooms, with six acres of land, a part of which is laid out in garden and orchard; a good barn and other out-buildings on the premises. Apply to

JASPER E. CORNING,
No. 58 Cliff-st., New-York.

FOR SALE AT A BARGAIN—THE VALUAble mill, water-power, tenant houses, &c., at Bennington Falls, Vt., 8 miles from Troy, N. Y.; suitable for any business requiring a large and permanent water-power; will exchange for property in or near New-York City. Apply to the American Standard Flax Spinning Company, No. 86 Gold-st., New-York.

ONLY $400 DOWN AND $40 A MONTH Will buy a good house of seven rooms in Garden Park, at Whitestone, Long Island, on night of depot; one hour from City Hall by forty-one trains daily from 6 A. M. to midnight; price $1,750; one year's fare free. Call on H. K. VAN SICLEN, No. 183 Nassau-st., and get free pass.

FOR SALE AT MORRISTOWN, N. J.—A fair bargain, a very desirably located country-seat; good house, eleven rooms, bath, hot and cold water, with three or twenty acres; fruit and shade trees, ice-houses, &c., &c., with furniture and horses, carriages, &c., &c., if desired.

S. EDDY & CO., No. 1 Park-place.

FOR SALE—A SPLENDID COUNTRY RESIdence between Cornwall and Newburg; a large double brick house, all modern improvements; twenty-two acres of land, fifty more if desired. Address C. C. CORLEY, Newburg, Box No. 585, or GUSTAVUS BAYLIES, No. 231 Broadway, New-York.

ORANGE, N. J.—COUNTRY HOUSES, lands, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone-sts.

FOR SALE—ON THE HILL, NEAR PIERmont, with splendid views of Hudson River and interior, a pretty place of two acres; good house and barn; choice fruit; one mile from City. JAMES PRICE, No. 200 Hudson-st.

A FURNISHED NEW COUNTRY RESIdence in Lower Westchester; convenient to horses, carriages, and steam-boats, for sale or to let cheap, as the owner has moved from the State.

A. M. SOTELDO, Jr., No. 51 Chambers-st.

ATTRACTIVE COTTAGES NEAR Plainfield, the Garden of New-Jersey.—Lots 50x20; surroundings first class; only $2,500; easy payments. JAQUES, No. 226 Broadway.

FOR SALE—AT SUMMIT, N. J., A BEAUTIful residence with attractive grounds, quite near the station; also a number of very desirable lots. ARCHIBALD GRACIE, Summit, near the station

MADISON.—33 ACRES, BEAUTIFULLY SITuated, one mile from depot; fine forest shade; every advantage for building sites; no incumbrances. J. D. CONDIOT, No. 9 Broadway.

LENOX HILL.—AT AUCTION, BY MULLER, WILKINS & CO., April 9, No. 20 East 69th-st., four stories, brown stone, 20x80; lot 100.5; the best street; no nuisance.

COUNTRY REAL ESTATE.

HOUSE AND LOT FOR SALE

In the village of Wappinger's Falls, eight miles south of Poughkeepsie and two miles back of New-Hamburg, on the Hudson River Railroad.

The lot is 150 by 700, with fine fruit and shade trees, grapes, &c., and is located in the most desirable part of the village; there is a good-sized barn on the premises. The house has twelve rooms, recently put in complete order, has gas throughout, dumb waiter, &c., and is heated with a large furnace. Price $10,000.

A two-manual pipe organ, with sixteen stops, a Steinway grand piano, furniture, and carpets will be sold with the house, if desired.

Further information may be had from the owner, JOHN MCKINLAY, on the premises, or of C. W. SWEET, No. —.

A VALUABLE FARM OF FOURTEEN acres for sale, within ten minutes' walk of the South-side Railroad depot at Rockville Centre; fruit on the place, good water, and all the conveniences of a country home. For further particulars apply to JOHN BEBD, Rockville Centre, Long Island.

$13,000—MILBURN HILL, N. J., NEAR Morris and Essex depot, medium size Presbyterian house; modern conveniences; twelve rooms, with bath-room, hot and cold water, &c.; fruit and shade trees; stabling for five horses; bath house, &c.; about three hundred feet front, with sea-wall. A fine place for yachting, fishing, and bathing; a charming location; remarkably healthy. Terms easy. Apply to F. J. HALL, Rye, N. Y., or No. 41 South-st., City.

ORANGE, N. J., AND VICINITY, A SPECIALTY.—Great variety property to rent, sell and exchange. Call for rent and sale catalogues. I. H. GERRY, No. 30 Nassau, corner Liberty-st.

ORANGE, N. J.—FURNISHED HOUSE FOR sale. Apply at No. 32 Beekman-st., second story.

REAL ESTATE AT AUCTION.

TWO MILLION DOLLARS.

GREAT CLOSING OUT TRUSTEES' SALE OF REAL AND PERSONAL PROPERTY,
Belonging to the
CHICAGO LAND COMPANY,
AT PUBLIC AUCTION,
ON WEDNESDAY,
THE 18TH DAY OF JUNE, 1873.

By the articles of the association of said company, it is provided that all the property in the hands of the trustees in the month of June, 1873, must be sold at auction for cash, to close the trust.

The realty is centrally located in the CITY OF CHICAGO, and is valued at $1,300,000, and composed largely of river and canal frontage, docked and ready for immediate use, and a large number of valuable lots in the immediate vicinity of the docks, all well adapted for business purposes.

The title to this property is unquestioned, having been held and owned by the association for twenty years.

The personal property consists of notes bearing seven per cent. interest, having from one to five years to run, and amounting to about $700,000. These notes were received in part payment on lots sold and bought from the company by the makers thereof, and their payment is secured by mortgage on the same. TERMS OF SALE CASH. The personal property will be ready for transfer and delivery immediately after the sale. Purchasers of realty will be required to make a deposit on the day of sale of ten per cent. on the amount of their purchases, the balance to be paid within thirty days, or as soon after the sale as deeds can be made out and delivered.

MAHLON D. OGDEN,
L. S. BEECHER,
GEORGE WATSON,
Trustees.

H. B. BOGUE, Secretary.
CHICAGO, March 12, 1873.
Office with Ogden, Sheldon & Co., Room No. 24, No. 173 La Salle-st.

ADRIAN H. MULLER, Auctioneer.

AUCTION SALE
OF
128 LOTS,
Near Central-av. and Macomb's Bridge.
ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction,
On TUESDAY, April 15,
At 12 o'clock,
At the Exchange Sales-rooms,
No. 111 Broadway.
By order of Charles C. Sperry,
Esq., Referee in Partition.

Also, the Dwelling and Barn, beautifully situated, between 165th and 168th sts., overlooking Central-av., the natural outlet of 6th, 7th, and 8th avs.

The property is naturally drained, and is part of the well-known Anderson estate, and lies west and north of Judge Smith's Central-avenue Hotel. The depot of the New-York Central and Hudson River Railroad, at Fordham, is directly opposite the property, and only a few minutes' walk from this property, which is included in the land to be annexed to New-York City this Spring.

Sale peremptory and without reserve.

Plans will be ready after Wednesday, April 10, at the office of the auctioneers, No. 7 Pine-st.

ADRIAN H. MULLER, Auctioneer.

EXECUTORS' SALE OF HOUSE AND LEASE OF LOT, NO. 65 EAST 9TH-ST.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction, on TUESDAY, April 8, at 12 o'clock, at the Exchange Sales-rooms, 111 Broadway, by order of the executors of the estate of Caleb Swan, deceased:

EAST NINTH-STREET.—The three-story brick house and lease of lot situate on the north side of East 9th-st., 122 feet 4 inches west of Broadway, and known as No. 65; lease from Sailors' Snug Harbor twenty-one years from 1871, with renewal; ground rent, $1,000 per annum, payable semi-annually; house in good order; lot 22x92 feet 9¾ inches.

ADRIAN H. MULLER Auctioneer.

VALUABLE PROPERTY ON MULBERRY-ST. AND ON BEACH-ST., WEST MOUNT VERNON.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on FRIDAY, April 4, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway:

MULBERRY-STREET.—The three-story brick house and lot, situate on the easterly side of Mulberry-st., between Spring and Prince sts., No. 340. Lot 25x100 feet.

WEST MOUNT VERNON.—The three lots, with the two-story and attic frame house and out-buildings thereon, situate on the easterly side of Beach-st., commencing on the south-east corner of Smith-st. Lots each 97x125 feet.

ADRIAN H. MULLER, Auctioneer.

HOUSES AND LOTS ON WEST 41ST-ST. AT AUCTION.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction, on WEDNESDAY, April 9, at 12 o'clock, M., at the Exchange Sales-room, No. 111 Broadway.

WEST FORTY-FIRST-STREET.—The two two-story brick houses and lots, south side of 41st-st., between 7th and 8th avs., Nos. 224 and 226, with stable on rear lots, together 40x98.9 feet. Also, the three-story Philadelphia brick house and lot, adjoining above, and known as No. 224; lot 24x98.9 feet. Also, the plot of land with the two frame cottages, and two-story brick stable thereon, Nos. 228 and 230. Lots together 6.x98.9.

ADRIAN H. MULLER, Auctioneer.

HOUSE AND LOT NO. 4 WEST 13TH-ST. AT AUCTION.

ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction, on FRIDAY, April 4, at 12 o'clock, at the Exchange Sales-rooms, No. 111 Broadway.

WEST THIRTEENTH-STREET.—The three-story brick house and lot, situate on the south side of West 13th-st., near 5th-av., and known as No. 4. House about 50 feet deep; lot, 25x107.3.

SALE OF THE UNITED STATES ARSENAL AT VERGENNES, VT.

ORDNANCE OFFICE WAR DEPARTMENT,
WASHINGTON, D. C., March 20, 1873.

In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States Arsenal at Vergennes, Vt., known as the Champlain Arsenal, will be sold by public auction on the grounds on FRIDAY, June 6, 1873, commencing at 10 o'clock A. M.

The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.

Circulars giving detailed description of the property may be had upon application to this office, or to the commanding officer at Watervliet Arsenal, West Troy, N. Y., or to Col. S. CRISPIN, Army Buildings, New-York City.

The property may be inspected upon applying to the non-commissioned officer in charge.

A. B. DYER,
Chief of Ordnance, United States Army.

SALE OF THE UNITED STATES ARSENAL AT ROME, N. Y.

ORDNANCE OFFICE,
WAR DEPARTMENT,
ASHINGTON, D. C., March 20, 1873.

In pursuance of law, and by direction of the Secretary of War, the lands and buildings of the United States Arsenal at Rome, N. Y., known as Rome Arsenal, will be sold by public auction, on the grounds, on MONDAY, June 2, 1873, commencing at 10 o'clock A. M.

The terms of sale, as prescribed by law, are one-fourth cash at the time of sale, and the remainder on a credit of one, two, and three years, with interest at six per centum per annum, secured by bond and surety from the purchaser.

Circulars giving detailed description of the property may be had upon application to this office, or to the Commanding Officer of Watervliet Arsenal, West Troy, N. Y., or to Col. S. Crispin, Army Buildings, New-York City.

The property may be inspected upon applying to the non-commissioned officer in charge.

A. B. DYER,
Chief of Ordnance, United States Army.

MORRIS WILKINS, Auctioneer.

VALUABLE PROPERTY ON GREAT JONES-ST., NEAR BROADWAY AND BOWERY, AT AUCTION.

E. H. LUDLOW & CO. will sell at auction, on FRIDAY, April 4, 1873, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, (Trinity Building,) New-York.

GREAT JONES-STREET.—The very desirable three-story and basement high-stoop brick dwelling house and lot No. 35 Great Jones-st., (known as the residence of the late Stephen Cambreleng,) house is 22x45 feet, with two-story extension, 21x23 feet; contains the most modern improvements, and is in fair order; lot 27x90 feet. Possession May 1. Sixty per cent. may remain on bond and mortgage.

Maps, &c., at the office of the Auctioneers, No. 3 Pine-st., New-York.

FOR SALE AT AUCTION.

Attention is called to the English basement house No. 512 West 23d-st., which is to be sold at public auction, at the Exchange, No. 111 Broadway, by Messrs. E. H. LUDLOW & CO., No. 3 Pine-st., TO-DAY at 12 M. This house was built by day's work, is in excellent order, and can be taken possession of after the 15th inst. The value of this property will be greatly increased in the near future by the rapid approach of business. W. M. GRISWOLD, No. 744 Broadway.

LEWIS E. WOOD, auctioneer and dealer in New-Jersey real estate, office, No. 79 Montgomery-st., Jersey City,

WILL SELL THIS DAY AT 3 o'clock P. M., the valuable real estate No. 175 Pavonia-av.; house contains eight rooms; all modern improvements; house, 22x45; lot, 25x100, and vacant lot in rear, 25x100.

Terms easy. Possession immediately.

REAL ESTATE AT AUCTION.—WILL be sold at auction on MONDAY, April 7, 1873, at 10 A. M., about seven City lots, situated on Main-st., Hackensack, fifty yards from Midland Railroad Depot. A rare chance for a manufacturer as there is a large brick-shop on the premises; also stable for a number of horses, large lot of farm implements, ten road scrapers, (patent,) several sets harness, &c. Sale positive, rain or shine. Terms easy and made known on day of sale. O. HOPKINS.

LENOX HILL.—AT AUCTION.—BY MULLER, WILKINS & CO., April 9, No. 20 East 69th-st., near Central Park, four story, brown stone, 20x80; lot 100.5; the best street; no nuisance.

DWELLINGS TO LET.

TARRYTOWN.—TO RENT, FULLY FURnished, for the Summer or year, on Broadway, one mile from the depot, an elegant and commodious brick house, containing seventeen rooms, hot and cold water, gas, bath-room, water-closet, &c., and surrounded by a handsome, broad piazza. There are also upon the place fine stables and carriage-house, hennery, &c., all in good order; also, a large garden, which is well stocked with small fruits. The location is superb, with magnificent views of the Hudson. For full particulars of LEWIS ROBERTS, No. 17 South-st., or F. G. & D. BROWN, No. 90 Broadway.

TO LET—A FINE RESIDENCE.—TWO-story frame house, barn, and four acres garden-ground, fruit and shade-trees; situated on Jamaica Turnpike, Long Island, near South Side Railroad Depot, at Richmond Hill, and Central Railroad Depot, Clarenceville; now occupied by James Napier; horse-cars pass the house every twenty minutes; possession 1st May next; rent $300. Apply to WILLIAMS & GUION, No. 63 Wall-st.

FURNISHED HOUSE TO LET.—RESidence of the late R. R. Morris, at Pelham, Westchester County, adjacent to Pelham Bridge, containing six bedrooms, dining, sitting, and drawing rooms, kitchen and servants' rooms, laundry, stable; perfectly healthy, excellent water, bathing, fishing, and boating; convenient to steam-boat and railroads. Apply to C. D. BURRILL, No. 68 William-st., or W. & H. CRUIKSHANK, No. 55 Broadway.

UNFURNISHED HOUSES
TO RENT.
Apply to
E. H. LUDLOW & CO.,
No. 3 Pine-st., or No. 35 East 17th-st.

TO RENT—FURNISHED, AT YONKERS, for one year, a first-class house in Belle-place, containing twelve rooms, with all modern improvements; has fine river view, ample lawn, garden, fruit and shade trees; brick stables for eight horses; carriage-house, &c., &c.; possession 1st of May or June. Apply to EDWARD H. HAWKE, Counselor at Law, No. 7 Wall-st.

A SMALL HOUSE OF EIGHT ROOMS IN the City to let at $60 per month would leave you nothing to show for your money, but such a house can be bought for $50 a month without interest, and $750 cash, at Whitestone, Long Island, and you would own it in five years; one year's commutation free. Call on H. K. VAN SICLEN, No. 183 Nassau-st., and get free pass.

TO LET OR LEASE—AT FORT HAMILton, a commodious Anglo-Italian villa, with good sea-view; grounds well wooded, garden, stabling, &c.; constant communication with New-York by ferry-boat, (time, forty minutes;) rent moderate. Apply to ED. ARMSTRONG, Fort Hamilton, or No. 128 Church-st., New-York.

A HANDSOME COUNTRY RESIdence to let or buy RIDGE—Six acres, variety of fruits, beautiful view, with and bathing beach; ten minutes' walk from Fort Hamilton Ferry; accessible hourly by boats and horse cars; rent, $1,200 to a good tenant. Inquire at No. 43 Trinity Building, No. 111 Broadway.

TO LET AT GARDEN CITY, HEMPstead, Long Island, several FIRST-CLASS HOUSES; thirty-six trains per day, via Central Railroad, Long Island, and south-side Roads; time, one hour. For particulars inquire of ALEX. T. STEWART'S AGENT, Broadway and Chambers-st., between 12 and 3 P. M.

TO LET—AT ASHFORD, NEAR DOBB'S Ferry, one mile from Hudson River Railroad Depot, and one hour from Grand Central Depot, City, a nice country-seat; ample grounds, fine old shade-trees, with exquisite river and landscape views; rent $1,000. D. O. BRADLEY, No. 30 Broad-st., Room No. 42.

A GENTLEMAN'S COUNTRY SEAT TO let for the Summer. West Farms; very accessible, large house, well furnished; stable, garden, ample grounds; a very attractive place; rent moderate.

OGDEN & CLARK,
Broadway, corner 17th-st.

MORRISTOWN, N. J.—FURNISHED house for rent, for one year; all modern improvements; everything in complete order, with garden, croquet ground, and good condition. Needs but to be seen to be appreciated. Address, for further particulars, Box No. 4,378 Post-office, New-York.

A VALUABLE WATER-FRONT RESIdence on the Sound, at Rye, one mile from depots; about three acres of beach-garden; all the improvements. Also, cottage; fourteen rooms; stabling for five horses; bath house, &c.; about three hundred feet front, with sea-wall. A fine place for yachting, fishing, and bathing; a charming location; remarkably healthy. Terms easy. Apply to F. J. HALL, Rye, N. Y., or No. 41 South-st., City.

MONTHLY PAYMENTS FOR AN ELEgant house—Eight rooms, bath, water-closets, elevated oven-range, wash-trays, &c., &c.; only $50 a month, without interest, and $750 down will buy it with two lots, on seventy-fifth street, four minutes from depot at Whitestone, Long Island, one hour from City Hall, by forty-one trains daily, from 6 A. M. to midnight; a year's commutation free. Call on H. K. VAN SICLEN, No. 183 Nassau-st., and get free pass.

TO LET—AT FLUSHING, FIRST-CLASS furnished residence, in complete order; furnace, gas, all conveniences; fine grounds, location unsurpassed, near depot. JAMES B. PARSONS.

FURNISHED HOUSE IN HARLEM to rent with immediate possession; all modern improvements, good location, convenient to boats and cars; board for owner and wife in part payment for rent. Apply at No. 281 Grand-st.

TO LET.—FURNISHED HOUSE ON SEAshore, south side of Staten Island; stable, ice-house, garden, with fruit in abundance; rent $600 per annum; possession at any time. Apply to A. JOURNEAY, No. 51 Liispenard-st.

FOR RENT, AT MORRISTOWN, N. J., a desirable old style Summer residence; hot and cold water, &c.; rent very low. Address CHEEVER AYERS, Morristown, N. J., or call at No. 29 Chambers-st.

TO RENT—FOR PRIVATE FAMILY ONLY, the five-story English basement house, No. 42 West 19th-st.; is in excellent order, and has every modern convenience. For permits, apply to HENRY TAYLOR, Real Estate, No. 112 Broadway.

AN UNFURNISHED HOUSE IN EAST 10th-st., near 2d-av., four story, brick stoop, full front and lot, newly painted; rent, $

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE
UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS sailing [illegible] on TUESDAYS, from Pier [illegible] foot of [illegible] st., calling at Cork Harbor each way.

ADRIATIC.....TUESDAY, April 15, 10½ A. M.
BALTIC.....TUESDAY, April 22, at 3 P. M.
CELTIC.....TUESDAY, May 6, at 10½ A. M.
OCEANIC.....SATURDAY, May 10, at 10½ A. M.

From White Star Dock, Canada Docks, Jersey City.

Passenger accommodations (for all classes) unrivaled.

ATTENTION, SPEED AND COMFORT.

Saloons, State-Rooms, Smoking-room and Bath-rooms in Midship section, where least motion is felt. Surgeon carried on each steamer. No passengers taken by these steamers.

Rates, $100, gold; steerage, $30, currency.

Tickets cheaper to send for friends from the old country can now obtain steerage prepaid certificates, $30, currency.

These steamers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For passage, plans and other information apply at the Company's office, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows from

CITY OF BROOKLYN.....Saturday, April 5, 12 M.
CITY OF BRISTOL.....Thursday, April 10, 2 P. M.
CITY OF BROOKLYN....Saturday, April 12, 1 P. M.
CITY OF LONDON.....Thursday, April 17, 8 A. M.
CITY OF ANTWERP.....Saturday, April 19, 9 A. M.
CITY OF BALTIMORE....Thursday, April 24, 3 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $75 and $100, gold, according to accommodation. Return tickets, good for one year, $140 gold. Steerage, $30, currency. Children under 12 years, half price. Infants, $5. Servants, $50. Steerage passengers forwarded to Havre, Hamburg, Bremen and Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 29 Broadway.

For Steerage Passage, at No. 23 Broadway.

JOHN G. DALE, Agent.

Or to
O'DONNELL & PAULE, No. 402 Chestnut-st., Philadelphia.
M. S. CRAGIN, No. 107 State-st., Boston.
F. C. BROWN, No. 66 South Market-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
Pier [illegible] foot of North River.

TO QUEENSTOWN AND LIVERPOOL.
FRANCE, Thomson.....Saturday, April 12, at 3 P. M.
SPAIN, Gager.....Saturday, April 19, at 10 A. M.
ITALY, Comstock.....Saturday, April 26, at 3 P. M.
GREECE, Thomas.....Saturday, May 3, at 10 A. M.
CANADA, Webster.....Tuesday, April 8, at 3 P. M.

TO LONDON DIRECT.
HOLLAND, Skaggs....Wednesday, April 9, at 2 P. M.

These steam-ships are

THE LARGEST IN THE TRADE.

Cabin passage.....$80 and $90, currency
Steerage.....$30, currency
Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or London.

CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 69 Broadway.

F. W. J. HURST, Manager.

ANCHOR LINE.

Steamers sail from Pier 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY.

Anchia.....Sat., April 5 | Columbia.....Wed., April 23
Olympia.....Wed., April 9 | India.....Sat., April 26
Europa.....Sat., April 12 | Caledonia.....Wed., April 30
Transylvania.....Wed., April 16 | Anstralia.....Sat., May 3
California.....Sat., April 19 | Ismailia.....Wed., May 7

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO
GLASGOW, LIVERPOOL, OR LONDONDERRY.
Sat. Steamers. Wed. Steamers.
Gold. Currency.
Cabins.....$75 and $85 | $75 and $85
Cabin return tickets, securing best accommodations.....$130 | $130
STEERAGE, $30, CURRENCY.

Tickets for passage to or from any seaport or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.

HENDERSON BROTHERS, Agents.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT COBH HARBOR, FROM NEW-YORK.

Algeria, Wed., April 2, 1 a.m.
Wednesday, April 23.
*Russia, Wed., April 16.
Parthia, Saturday, April 26
*Calabria, Saturday, Apr. 26.
*Cuba, Wednesday, April 30.
These steamers marked thus do not carry steerage passengers.

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE.

Cabin, $80, $100, and $120, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms.

Steerage.....$30, currency

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

ONLY DIRECT LINE TO FRANCE

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....LEMAIRE...Saturday, April 5
PEREIRE.....SIMONET...Saturday, April 19
ST. LAURENT.....DANE.....Saturday, May 3

PRICE OF PASSAGE IN GOLD (including wine)
TO BREST OR HAVRE.....

First cabin.....$120 | Second cabin.....$75
Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent will find it to their advantage by taking the steamers of this line, avoiding both transit by English railway, and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 56 Broadway.

FOR LIVERPOOL.
(VIA QUEENSTOWN.)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

WYOMING, Capt. PRICE.....April 9, at 3 P. M.
IDAHO, Capt. MORGAN.....April 16, at 3 P. M.
MINNESOTA, Capt. T. F. FREEMAN, Ap. 23, at 2½ P. M.
MANHATTAN, Capt. PERRY.....April 30, at 3 P. M.
WISCONSIN, Capt. T. W. FREEMAN.....May 7, P. M.
NEVADA, Capt. FORSYTH.....May 14, at 3 P. M.

Cabin passage, $80, gold.
Steerage passage, $30, gold.
(Office No. 29 Broadway,) currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.)
DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.

THE STEAMERS OF THIS LINE WILL SAIL FROM PIER 46, NORTH RIVER, AS FOLLOWS:

GREAT WESTERN, STANFER.....Wednesday, April 23
ARRAGON, WESTER.....Wed'day, May 17

Cabin passage, $70 currency. Steerage, $30 currency. Drafts are issued by this line for £1 and upward. For freight or passage, apply to

H. F. MORGAN'S SONS,
No. 7 Bowling-st., New-York.

FOR SAVANNAH, GA.,
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS
MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, April 5, from Pier No. 13 North River, at 3 P. M.
SAN JACINTO, Capt. HAZARD, SATURDAY, April 5, from Pier No. 8 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

VIRGO, Capt. BUCKLEY, TUESDAY, April 8, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 Beaver-st.

MAGNOLIA, Capt. PALMER, THURSDAY, April 10, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent for G. C. R. R. | GEORGE YONGE, Agent C. R. R.
No. 290 Broadway | No. 409 Broadway

DIRECT LINE TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier 43 E. R., at 3 P. M., every Thursday.

CITY OF MEXICO, (Havana and Mexico,).April 10
CITY OF HAVANA, (Havana only).....April 17
CITY OF MERIDA, (Havana only).....April 24
CLEOPATRA, (Havana and Mexico).....May 1

For freight or passage apply to
M. A. ALTAMIRE & SONS, No. 33 Broadway.

UNITED STATES PASSPORT BUREAU.

—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 21 Pine-st., corner Broadway.

SHIPPING.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New First-class Full-powered Clyde-built Steam-ships

WILL SAIL FROM PENNSYLVANIA RAILROAD WHARF, JERSEY CITY.

PEMBROKE.....April 12
GLAMORGAN.....May 3
PEMBROKE.....May 24
GLAMORGAN.....June 14

Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel and all other points in England.

These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of

CABIN AND STEERAGE PASSENGERS.

First Cabin.....$75 and $80 currency
Second Cabin.....45 currency
Steerage.....30 currency
Prepaid steerage certificates from Cardiff.....$33

Drafts for £1 and upward.

For further particulars apply, in Cardiff at the Company's offices, No. 1 Dock Chambers—and in New-York, to

ARCHIBALD BAXTER & CO., Agents,
No. 17 Broadway.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

April 5.—Steamer RISING STAR, Capt. J. B. HULBERTS, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer CONSTITUTION, Capt. MORSE, touching at Acapulco, Manzanillo, Mazatlan; also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonala, Salina Cruz, and Port Angel.

Steamer CHINA will leave San Francisco April 15, 1873, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.

F. R. BABY, Agent.

SPECIAL NOTICE.—Postponement of sailing.—Steamer RISING STAR, will leave Pier No. 42 North River, for Aspinwall, at 12 o'clock noon, SATURDAY, April 5. Steamer OCEAN QUEEN will follow and sail April 19, 1873.

F. R. BABY, Agent.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.

SAILING TRI-WEEKLY AT 3 P. M.,
From Pier No. 29 North River.

CHARLESTON, Capt. Jas. BERRY, Tuesday, April 1.
SOUTH CAROLINA, Capt. T. J. BECKETT, Thursday, April 3.
CHAMPION, Capt. R. W. LOCKWOOD, Saturday, April 5.

Superior accommodations for passengers.

Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

HENRY R. MORGAN & CO., Agents,
No. 177 West-st., (corner of Warren.)

Through freight tariffs. Passage tickets by all routes and to all points in the South or south-west, and further information can be obtained at the office of

BENTLEY D. HASKELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

ATLAS STEAM-SHIP COMP'Y

MAIL SERVICE TO JAMAICA, HAYTI, NASSAU, HAVANA, CURACOA, VENEZUELA, AND THE SPANISH MAIN.

The company's first-class iron-built screw steamers will be dispatched (unless prevented by unforeseen circumstances) as follows:

The steam-ship LAGOS, Capt. ——, for Nassau and Havana, on —April, at noon.

The steam-ship ST. THOMAS, Capt. DRAKEFORD, for Port-au-Prince, Curacoa, and Venezuela, on 16th April.

The steam-ship MANDINGO, Capt. ——, for Havana, on 26th April, at noon.

The steam-ship CLARIBEL, Capt. BAILEY, for Turk's Island, Kingston, Jam., and Savanilla, on 29th April.

For freight and passage, apply to
PIM, FORWOOD & CO., General Agents.
No. 56 Wall-st. and No. 59 Pine-st., New-York.

FOR LIVERPOOL DIRECT.

The first-class and full-powered iron screw-steamer CALIFORNIA, 2,000 tons register, Commander JOHN MILLER, (of the West India and Pacific Royal Mail Steam-ship Company,) will sail on TUESDAY, April 8, for Liverpool direct.

Passengers will embark from Pier No. 12 North River at 11 A. M.

This steamer has excellent accommodation for first-class passengers, and offers a very favorable opportunity for travelers.

Fare $65, currency.

For further particulars apply to the Atlas Steam-ship Company.

PIM, FORWOOD & CO.,
General Agents,
No. 56 Wall-st. and No. 59 Pine-st.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Capt. WEIR.....April 23
SOUTH AMERICA, Capt. TINKLEPAUGH.....May 23
ONTARIO, Capt. SLOCUM.....June 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13, North River, (foot of Cedar-st.,) for Havana direct, as follows:

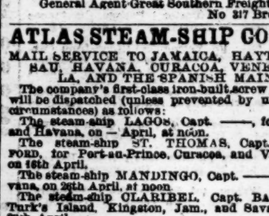
Steam-ship MORRO CASTLE, TUESDAY, April 8.
Steam-ship CRESCENT CITY, TUESDAY, April 15.
Steam-ship WILMINGTON, TUESDAY, April 22.

For freight or passage (having magnificent accommodations) apply to

WM. P. CLYDE & CO.,
No. 119 Wall-st.

D. MCKELLER, Agent in Havana.
March 31, 1873.

FURNITURE.



Medal of special award at American Institute Exposition, 1872, and all the principal Expositions and Fairs throughout the United States.

THE ICE KING

Is the only Refrigerator in the world. It is a PRESERVER, not a consumer, like others that bear the name of refrigerator. It will keep every description of perishable food longer, dryer, and better than any other now in use, and will not consume half the amount of ice. The following are some of its advantages over all others: 1st. It saves fifty per cent. of ice over all other refrigerators. 2d. With the Ice King I can freeze a pan of water into solid ice in a very few hours. 3d. It produces a dry, cold temperature in the provision chamber. 4th. It will produce a temperature of 150 below freezing point in the warmest days of Summer. 5th. One article will not partake of the taste or smell of the other. 6th. The refrigerator is divided into two separate and distinct compartments. 7th. The Ice King is one of the best refrigerators for cooling wine. 8th. Combined with the refrigerator is one of the finest water-coolers in the world. 9th. The provision chamber can easily be kept clean and sweet, as it has no dripping from the ice. 10th. It costs no more than the ordinary refrigerator, and is manufactured into all sizes suitable for hotels, restaurants, saloons, steam-boats, grocers, butchers, and family purposes.

OFFICE AND SALES-ROOM OF
THE ICE KING REFRIGERATOR
Manufacturing Company,
NO. 1,184 BROADWAY, BETWEEN 28TH AND 29TH STS.

STORAGE

AND SAFE KEEPING

For FURNITURE, BAGGAGE, PIANOS, CARRIAGES, and all OTHER PROPERTY, in SEPARATE CLOSED COMPARTMENTS, always accessible. Goods received from any point without previous notice, and raised on elevators. Recent improvements enable wagons to discharge in interior court of warehouse, avoiding all delays and street risks. These establishments are the oldest, most extensive, and best experienced, and are GUARDED day and night by private watchmen.

H. G. HAEGER,
8th-av., from 33d to 34th st.

STORAGE

FOR FURNITURE, PIANOS, MIRRORS, AND PAINTINGS; also, for CARRIAGES, WAGONS, &c., at the NEW FIRST-CLASS WAREHOUSE NOS. 102 TO 114 EAST 52D-ST., NEAR 4TH-AV. built expressly for the purpose. TRUNKS, CASES and other packages containing articles of EXTRA VALUE can be stored with SAFETY at low rates.

PERSONS can forward their goods from any part of EUROPE or AMERICA direct to this warehouse. THE PUBLIC is invited to examine the superior accommodations, light, ventilation, safety, &c., which this warehouse possesses over all others.

JOHN R. MORRELL,
OWNER AND PROPRIETOR.

T. G. SELLEW,

DESKS,

Office and Library Furniture,

NO. 103 FULTON-ST., NEW-YORK.

Fine Cylinder Desks.

DUMB WAITERS, HOISTING MACHINES, and fire-escape elevators, the most improved. Patented Dec. 3, 1872. L. CARRIER, patentee and sole manufacturer, No. 119 West 15th-st., Middletown and Bloomingburg.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West, and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South at 9 A. M., 1, 9 P. M. Sundays, 9 P. M.

Express for Philadelphia, 8, 9, 9:30 A. M., 12:30, 1, 4, 5, 6, 8:30, 9 P. M., and 12 night. Sunday, 6, 8:30, and 9 P. M.

For Philadelphia, via Kensington, at 7 A. M. and 2 P. M.

Emigrant and second class, 7:15 P. M.

For Newark at 6, 6:30, 7, 7:30, 8, 9, 10, 11, 11:30 A. M., 12, 1, 2, 3:30, 4, 4:30, 5, 5:30, 6, 6:30, 7, 7:30, 8:30, 9, 10, 11:30, 12 P. M. Sunday, 8:30, 9, 10, 11:30, 12 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 8:10, 9, 10, 11, 11:40 A. M., 12 M., 12:30, 1, 2:30, 3, 4:30, 5:30, 6, 6:30, 7:30, 8:30, 9, 10, 11:30, 12 P. M. Sunday, 6:30, 8, 8:10, 9 P. M.

For New-Brunswick, 7, 8 A. M., 3 and 4 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:40, 4:30, and 5:50 P. M.

For Matawan, 10 A. M., 2:30, and 4:30 P. M.

For Long Branch, 10 A. M., 2:30, and 4:30 P. M.

For Freehold, 10 A. M. and 2:30 P. M.

For Farmingdale, 10 A. M. and 2:30 P. M.

For Squankum, 10 A. M. and 2:30 P. M.

For Manasquan, 10 A. M. and 2:30 P. M.

For Bay Head Junction and Point Pleasant, 10 A. M. and 2:30 P. M.

For Sea Girt, 10 A. M. and 2:30 P. M.

For Lakewood, 10 A. M. and 2:30 P. M.

For Tom's River, 10 A. M. and 2:30 P. M.

For Barnegat, 10 A. M. and 2:30 P. M.

For Bordentown, Burlington, and Camden, 7 and 9:20 A. M., 12:30, 2, 3, 3:40, 4, and 6 P. M.

For Trenton, 7, 8, 9:20 A. M., 12:30, 2, 3, 3:40, 4, 6, and 8 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., 3:40 P. M.

Trains arrive as follows: From Pittsburg, 6:50 A. M., 3:40 P. M., daily; 10:14 A. M. and 6:24 P. M., daily, except Monday. From Washington and Baltimore, 6:40 A. M., 4:54, 10:12 P. M.; Sunday 6:40 A. M. From Philadelphia, 9:21, 6:50, 10:14, 11:54 A. M., 2:14, 3:54, 6:04, 8:43 P. M.; Sunday, 9:21, 6:50, 11:54 A. M.

Ticket offices, Nos. 526, 455, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery-place.

D. M. BOYD, JR.,
Gen. Pass. Agent.

A. J. CASSATT,
General Manager.

NEW-YORK MIDLAND RAILWAY.

WINTER ARRANGEMENT, taking effect Dec. 2, 1872.

Passenger depots foot Cortlandt and Desbrosses sts. as follows:

For New-Durham and Maywood—7, 9:10, 10:50 A. M.; 1, 4:30, 5:30, 6:30, and 11:30 P. M.

For Hackensack, Paterson, Hawthorne, Midland Park, and Wortendyke—7, 9:10, 10:50 A. M.; 1, 3:30, 4:30, 6:30, *11:30 P. M.

For Ridgefield Park, Bogota, Rochelle, Dundee Lake, Market-street, and Riverside—7, 10:50 A. M.; 1, 4:30, 5:30, 6:30, 11:30 P. M.

For Wyckoff, Pompton, and Montclair Junction—7, 9:10, 10:50 A. M.; 3:30, 4:30, 5:30 P. M.

For Cappoque, Oakland, Bloomingdale, and West Bloomingdale—7, 9:10, 10:50 A. M.; 4:30, 5:30 P. M.

For Smith Mills, Char ottebury, Stockholm, Snuffstown, Ogdensburg, and Quarryville—7, 9:10 A. M. 4:30 P. M.

For New-Foundland, Franklin, Hamburg, Deckertown, Unionville, West Town, Johnson, Slate Hill, Middletown, and Bloomingburg—7, 9:10 A. M.; 3:30, 4:30 P. M.

For Pine Bush, Huntsboro, Fallsburg, Monticello, Liberty Falls, and Ellenville—9:10 A. M.; 5:30 P. M.

Returning, leave Liberty Falls at 6:55 A. M., 1:25 P. M.; Ellenville, 7:42 A. M., 2:15 P. M.; Middletown, 8, 8:55 A. M., 3:57, 5:55 P. M.; West Bloomingdale, 7, 8:20 A. M., 2, 6:04 P. M. Wednesdays, 6:25, 7:37, 9, 11:23 A. M., 2:37, 4:05, 6:58, 10:56 P. M.; Paterson, 5:43, 8:47, 7:35, 9:19, 11:38 A. M., 2:57, 4:34, 7:15, 11:12 P. M.

Arriving in New-York at 9:55, 8, 9:10, 10:30 A. M.; 12:50, 4:10, 5:40, 7:35 P. M. and 12:05 M.

MONTCLAIR DIVISION.

Trains leave New-York, foot Cortlandt and Desbrosses sts., for Montclair, Pompton, and intermediate stations, 9:10 A. M., 3:30 and 4:30 P. M. For Montclair and intermediate stations, 7:40 A. M., 4:30 and 6:20 P. M. Arrive, 7:30, 8:27, 9:10, 10:04 A. M., 4:10 and 8:35 P. M.

‡ Does not run beyond Middletown.
* Does not run beyond Hawthorne.
† Does not run beyond Bloomingburg.

C. W. DOUGLASS, Superintendent.
WM. H. WEED, General Ticket Agent.

CENTRAL RAILROAD OF NEW-JERSEY.

Allentown Line to the West.—Passenger and Freight Depot in New-York, foot of Liberty-st.—Winter Arrangement—Commencing Dec. 16, 1872, leave New-York as follows:

6 A. M.—Way-train for Somerville.
7 A. M.—For Flemington, Easton, Bethlehem, Bath, Manch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Kan ston, Towanda, &c., with through cars to Williamsport; connects at Junction with Delaware, Lackawanna and Western Railroad.
9 A. M.—Morning Express, daily (except Sundays,) for Easton, Allentown, Bethlehem, and the West; connects at Somerville and Flemington; at Easton for Manch Chunk, Wilkesbarre, Scranton, Towanda, Waverley, &c.
10:15 A. M.—Way-train for Somerville.
12 M.—Way-train for Somerville.
12:50 P. M.—For Flemington, Easton, Bath, Allentown, Manch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Pottsville, Harrisburg, &c.
2:30 P. M.—For Easton, Bethlehem, and Allentown.
3:15 P. M.—For Plainfield.
4 P. M.—For Easton, Allentown, and Manch Chunk; connects at Junction with Delaware, Lackawanna and Western Railroad.
4:30 P. M.—For Somerville and Flemington.
5 P. M.—For Somerville.
5:15 P. M.—For Plainfield.
5:30 P. M.—Evening Express, daily, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Pittsburg, and Chicago.
6 and 6:45 P. M.—For Somerville.
7:30 P. M.—(Emigrant)—For Easton.
9 and 11 P. M.—For Plainfield.

For Elizabeth at 6, 6:4 , 7, 7:15, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M., 12:30, 1, 2, 2:30, 3, 3:15, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:30, 6:45, 7:15, 7:3 , 8:30, 9, 10, 11, 12 P. M.

R. E. RICKER,
Superintendent and Engineer.

H. P. BALDWIN, General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-st.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 A. M., 3:05, and 8:35 P. M., via Shore Line at 12:20 and 9:07 P. M., all stopping at Stamford, South Norwalk and Bridgeport.

Trains for New-Haven leave at 7:05, 8:05 (Ex.), 11:35 A. M., 12:20, (Ex.), 3:35, 4:35, 5:05, 8:07 (Ex.) P. M. Additional to Bridgeport at 9:05 A. M. to South Norwalk at 6:35 P. M., and to Stamford at 10:05 A. M., 2:20, 4:50, 6, and 7:20 P. M. The 8:05 P. M. Express goes to Meriden, Hartford, and Port Chester, and the 9:07 P. M. Express at Mt. Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield and 9:07 P. M. via Providence.

Drawing-room cars on Day Express and Sleeping Cars on Night Express Trains.

Tickets can be purchased at ticket office of company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn. Checks will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.

JOHN T. MOODY,
Sup't of N. Y. and N. H. Div.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.

5.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Louis.
10.30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.
10.45 A. M., Northern and Western Express.
2.45 P. M., Buffalo and Rochester Express and Troy.
4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.
6.00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.
8.00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.
11.00 P. M., Express, with sleeping-cars for Troy and Albany.

C. H. KENDRICK, General Passenger Agent.

LONG ISLAND RAILROAD COMPANY.

Trains will leave James slip as follows. (Leave 34th-st., East River, fifteen minutes later.)

8:30 A. M.—Greenport Mail.
10:30 A. M.—Port Jefferson, Northport, Locust Valley, and Greenport.
3 P. M.—Riverhead and Sag Harbor Express trains. (through to Greenport on Saturdays.)
4 P. M.—Port Jefferson, Northport, and Locust Valley Express.
5 P. M.—Hempstead Express.
6 P. M.—Northport and Rockaway Accommodation.

All trains connect at Jamaica with East New-York, and at Mineola with Hempstead.

STEAMBOATS.

NEW WINTER LINE BY STEAMBOATS AND RAILROAD,

To HARTFORD, MIDDLETOWN, and all the towns along the CONNECTICUT RIVER, connecting at Saybrook, with the new Valley Railroad. The steamers consist of the STATE OF NEW-YORK, CITY OF HARTFORD, and GRANITE STATE; one of which leaves Pier No. 24 East River, (Peck slip,) daily (Sundays excepted,) at 3 o'clock P. M.

The cars of the Valley road run alongside of the boats at Saybrook.

Passengers are not subjected to the annoyance and danger of getting to and from 42d-st., nor to expensive hack-hire, or a LONG WALK, to reach the cars at Saybrook.

The boats and cars on this route are first-class. PASSENGERS and FREIGHT taken as low AS BY ANY OTHER LINE WHAT EVER.

WM. H. GOODSPEED, Vice-President.
SAXTON & SEABURY, Freight Agents, 112 South-st.

STEAMER SEA BIRD, FOOT OF Franklin-st., for Red Bank and intermediate landings.

Leave New-York.	Leave Red Bank.
Thursday, 3d...10:30 A. M.	Wednesday, 2d. 9:00 A. M.
Saturday, 5th... 1:00 P. M.	Friday, 4th.....11:00 A. M.
Tuesday, 8th.... 3:00 P. M.	Monday, 7th.... 1:00 P. M.
Thursday, 10th. 3:00 P. M.	Wednesday, 9th 3:00 P. M.
Friday, 11th.... 3:00 P. M.	Friday, 11th.... 7:00 A. M.
Saturday, 12th.. 3:30 P. M.	Saturday, 12th.. 7:00 A. M.
	Monday, 14th... 7:00 A. M.

FALL RIVER LINE FOR BOSTON, VIA NEWPORT.—The steamers NEWPORT and OLD COLONY, from Pier No. 28 North River, foot of Murray-street, daily (Sundays excepted) at 5 P. M., on and after March 1. Tickets sold to principal points in New-England, the White Mountains, and Provinces.

A. P. BACON, Superintendent.

FALL RIVER LINE.

The world-renowned steamers
OLD COLONY and PROVIDENCE
will resume their place in the line on and after MONDAY, April 14.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon, and 12 night.

FOR STAMFORD AND GREENWICH—Steamer NELLY WHITE leaves Pier N, E. R. every Tuesday, Thursday, and Saturday, at 2½ P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

TEACHERS.

GOVERNESS.—BY AN AMERICAN LADY, in a respectable family; or as book-keeper: best reference given. Address Miss Day, Washington, Litchfield County, Conn.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the TIMES Up-town Office, No. 548 West 23d-st., junction of Broadway and 8th-av.; and the "Times" West-Side Office, No. 308 West 125th-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

FOR SALE.—A GENTLEMAN TRAVELING in Europe wishes to sell a pair of bright bay Kentucky horses, sixteen hands high, six years old; warranted sound and kind every way; harness will be sold if wanted. Can be seen on Friday, (to-morrow,) from 10 A. M. till 3 P. M., at No. 128 West 14th-st.

FOR SALE.—A GENTLEMAN TRAVELING in Europe, wishes to sell a pair of bright bay Kentucky horses, sixteen hands high, six years old; warranted sound and kind every way; harness will be sold if wanted. Can be seen TO-DAY, (Friday,) from 10 A. M. till 3 P. M., at No. 128 West 14th-st.

FOR SALE.—A TEAM OF FAST PONIES, young and kind; have been driven by a lady. Also, top-phaeton, set double, and two sets of single harness. Apply to H. O. BERNARD, No. 501 Broadway.

FOR SALE.—A SPLENDID PAIR OF SIX-teen-hand carriage-horses; warranted sound, gentle, stylish, power going abroad; can be seen in harness from 8½ A. M. to 10 A. M. Inquire at private stable, No. 24 Lexington-av.

A GENTLEMAN GOING TO EUROPE wants to sell his horses; sixteen hands, only six years old, stylish b acks, long tails, sound and kind in every way; also, a Brewster landau and harness. No. 123 West 31st-st., or G. W. COMSTOCK, Grand Hotel.

FOR SALE.—A HIGHLY-FINISHED French imported phaeton; new pattern, but little used; just the thing for Newport or Central Park; suitable for ladies' or gentlemen's driving. Can be seen at private stable, No. 1,358 Broadway.

WANTED.—HORSES TO PASTURE, OR board, drive, and break. Address B. H. SHAMAN, Morris's, Long Island. Reference, S. B. M. stokes, No. 82 Broadway.

BOARDING AND LODGING.

LELAND'S
STURTEVANT HOUSE,
BROADWAY, 28th and 29th sts., New-York.
American Plan, with Elevators.
Centrally located, near the depots and theatres.
LEWIS & GEO. S. LELAND, Proprietors.

RESERVOIR-PARK HOTEL,
CORNER 6TH-AV. AND 40TH-ST.,
Opposite Reservoir Park.

Elegant suits of rooms to rent, with board. Also, rooms for single gentlemen. Prices moderate.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 548 West 23d-st., junction Broadway and 8th-av.,
And the "Times" West-Side Office,
No. 308 West 125th-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

NO. 51 WEST 36TH-ST.

Private family offer a well-furnished suite of three rooms, just vacated, on second floor; private bath, &c.; with or without private table; liberal arrangements by the year; also large single rooms.

NO. 20 EAST 33D-ST.—NEW AND HANDsomely-furnished front room and bedroom in private family to let, with board, to gentleman and lady; parties willing to pay for the comforts of a home will find this a desirable place; references exchanged.

ST

THE BOARD OF EXCISE.

The New Commissioners to be Named on Monday—Conduct of the Present Board.

Next Monday Mayor Havemeyer, in accordance with the law now controlling the Board of Excise, will be required to nominate to the Board of Aldermen three respectable citizens as Excise Commissioners. If the Aldermanic body refuses to confirm his selection, the nomination of others shall follow, until the Mayor and Aldermen agree upon the candidates for the offices mentioned. From the importance of the duties expected of such officials, the subject of their appointment should receive mature consideration. There could be no better way of ascertaining this fact than by a brief examination into the conduct of the present board.

The liquor interest of New-York City has been an item of no inconsiderable importance, morally, financially, and politically, for several years. Its regulation has, therefore, been the subject of some legislative attention. In 1857 the State Legislature made provision for the formation of an excise board, giving the Judges of the Superior Court and Court of Common Pleas authority to appoint commissioners. During the session of 1866 a new act was passed, constituting the Metropolitan Excise District, and regulating the licensing of the liquor traders and the retailing of intoxicating liquors. By its terms it took immediate effect, but was arrested in its operations from time to time by Cardozo's injunctions, which were ultimately overruled by the Court of Appeals, and its constitutionality established. Notwithstanding this judicial interruption, the amount collected and applied to the reduction of taxation under this act was no less than $1 295,449 26 during the eleven months closing with March, 1867, and the total receipts from licenses and fees and interest on deposits up to the 1st December, 1867, amounted to $2,600,451 53, costing less than three per cent. of the amount for collecting it. During these first twenty months of its operation the number of drinking-shops were reduced from 9,270 to 6,845, a reduction of 2,425 in the two cities of New-York and Brooklyn, thus diverting the tenements used and individuals interested to other pursuits. In 1868, litigation in opposition to the operation of the law had entirely ceased, but one suit having been instituted in this City that year, and the gross receipts of the Excise Board were $1,447,156 63. For the administration of the law, including the expenses of a long period of litigation in Queen's County, the expenses of 1868 amounted to $56,867 06. During the period of 1869 the total receipts for licenses of different grades ranging from $50 to $250 in the City and County of New-York alone reached $605,186 25, and an additional sum of $192,780 for the other portions of the District. To this was added $6,322 94 for interest on deposits. Next year died the Metropolitan Board of Excise, for on April 11, 1870, the Legislature passed a new act "regulating the sale of intoxicating liquors," and the commission appointed in this City under the amended law, which is still in existence, attained to a bad eminence soon after entering upon its duties. The act of April 11 provided for a board of three commissioners in each of the incorporated villages in the towns and cities of the State. By the second section the Mayors of New-York and Brooklyn are directed to nominate to the Board of Aldermen, in each city, three responsible citizens for the office, and, in case of a rejection by the Board of Aldermen, to continue to nominate new candidates until the Aldermen confirm the nominations made.

It also provides that the Commissioners shall hold office for three years, and until others shall be appointed in their places, and the salary of each, by this act, was not to exceed $2,500 a year. It becomes the duty of the Mayor, by another clause of the same act, on the first Monday of April, in every third year from the enactment of the law, to nominate, as described, persons qualified to be commissioners of excise, who, having qualified, after confirmation by the Board of Aldermen, shall take office on the 1st of May. This law left the commissioners acting under it the discretion to grade licenses, as in their judgment may seem proper, between $30 and $150 each, and they were directed to pay the moneys received by them into the City Treasury. But the Legislature of 1870, being in so large a majority Democratic as to have complete control of the law-making power of the State, was not going to let so good an opportunity go by unimproved. Consequently, the act of April 11 was amended on the 29th of the same month in which it was passed, and by the new provision ten per cent. of the receipts of the Excise Board was to be set apart to defray the expenses of the board and pay the commissioners. They were to divide—a favorite custom in "Ring" times—the balance of the ten per cent. remaining after the payment of salaries, rent, and incidental expenses. This provision was incorporated into what was termed—"an act to make further provision for the government of the County of New-York," in view of the information then in possession of the legislators that the year previously New-York City had yielded upward of $600,000 for liquor licenses at rates for licenses ranging from $30 to $250 each, and that a sum less than three per cent. had sufficed to defray all the expenses of collection during the first year and a half of the existence of the Metropolitan Board of Excise. Doubtless this legislation would have proved eminently gratifying to the beneficiaries were it not for the incorporation of one other requirement, namely, that all moneys collected by the board were ordered to be paid to the Chamberlain "within five days after any receipt thereof," after deducting the ten per cent. before mentioned, which, says the law, "shall be paid into the City Treasury" for the purposes assigned. All payments authorized by the act shall be made by the Controller on warrants drawn according to law. The Republican opponents of the bill sought at the time to have a clause enacted compelling applicants for licenses to furnish an evidence of good behavior by obtaining the indorsement of some few respectable citizens in their neighborhood, but even this provision was expunged, and the bill went through a strictly party measure. The first commissioners appointed were John F. Williams, Walter W. Price, and David V. Freeman. Mr. Price, who had been a brewer previously, retired after about one year's connection with the board, having received as his share of the ten per cent. something like $13,000. In his place Martin Nachtman, an ex-Assemblyman of Tammany's choosing, was appointed, and, with Mr. Williams and Mr. Freeman, he still serves, these three constituting the present board.

Shortly after Mr. Green's appointment as Controller, after the memorable "burglary" of the Controller's office, in September, 1871, his attention was directed toward the disorganized condition of many of the City departments. Considerable time was occupied in discovering what was going on and getting at the law that governed each department. Finding that the Board of Excise was doing just as it pleased, regardless of all law, the Controller wrote a note to them on the 16th of April, 1872, saying:

Upon examination I find that only four deposits were made to the credit of the sinking fund in 1871, and three in in 1872, at various intervals of time, while no deposits have been made in the City Treasury of the ten per cent. deducted during these years or accounts rendered as to the payment made, or in what manner the balance deposited is made up.

The reply of John F. Williams, the President of the Board then, was that, from the organization of the commission in May, 1870, to April 30, 1871, deposits to the credit of the sinking fund were made with the City Chamberlain, amounting in the aggregate to $282,331 18; that on June 24, 1871, the Excise Board received a communication from the Board of Apportionment, who, by chapter 583, laws of 1871, were authorized to receive excise moneys, and dispose of the same for charitable purposes, directing future payments to be made to the City Chamberlain. From that time to May 1, 1872, he said, payments amounting to $329,644 were so made. The Excise Board's excuse, then announced through Mr. Williams, for withholding their "disbursements," was the "unsettled condition of affairs in the Controller's department." The communication closed with a promise to comply in the future with the requirements of the law. The Controller was not yet satisfied, however, so he again wrote to the commissioners, asking them to account to him for the actual amount received for licenses in 1871 and 1872, and how the moneys had been disposed reminding them of the requirements of the law which called for a deposit of all moneys received "within five days after receipt thereof," and asking for a complete statement in detail. The answer sent by Mr. Williams promised a full compliance with his request.

Again, under date of May 2, 1872, Controller Green forwarded the following letter to the board:

To the Commissioners of the Board of Excise:

GENTLEMEN: Your communication of the 30th April, with the City Chamberlain's receipt for $32,-634 79 deposited, received, showing a balance of $11,804 39 "cash in bank," which should, by the express terms of section 48, chapter 383, Laws of 1870, be deposited with the Chamberlain of the City.

The amount of $36,276 74 is charged as disbursements, made by your board from Sept. 1, 1871, to April 30, 1872, inclusive, unaccompanied by vouchers for the same, and being ten per cent. of the gross receipts for the year.

As your year closed with the date of your letter, (April 30,) you will see the propriety of furnishing vouchers for the above disbursements for examination and verification, and of complying with the terms of the section of the law above referred to by depositing with the Chamberlain this balance of $11,804 39. Very respectfully,

AND. H. GREEN, Controller.

Nothing further seems to have transpired until their report was presented to the Common Council, appended to the Mayor's message in July, 1872. This report was never printed, as the cost would have so much reduced the fat salaries of the commissioners. It is, by the way, a very brief and uninstructive document, and leaves unexplained the very points on which Controller Green desired to be informed. It gives the following as the table of receipts from May 1, 1871, to April 30, 1872:

Total number of licenses granted, 7,630, amounting to	$361,820 00
Received for altered licenses	218 00
Received for penalties	100 00
Received interest of deposits	1,151 83
Making a total of	$363,289 83

In this "report" appears the little item of $36,276 74 for "disbursements;" another item of a few thousands for salaries claimed to have been paid out, and, if paid, certainly it was without color of law, the commissioners having unjustly assumed the right to make such payments. Again, it appears that from Aug. 31, 1871, to April 30, 1872, each Commissioner came in for $6,008 83 as his share of the division. Can any one tell how much each paid himself previously? The Controller's books to-day show the receipt of only $278,354 from the Excise Board for the year 1871, a rather striking contrast with the receipts of former boards. What say the people to legislators who gave them such laws, and to the commission that found even so accommodating an enactment too narrow for its broad purposes? While enriching the City Treasury by this magnificently small sum they were increasing the city drinkshops, making it easier for disreputable persons to engage in the liquor traffic, and helping to fill the prisons with juvenile offenders. So much for pandering to the corrupt prejudices of the rough element, and giving the "party" free rum.

The "cash in bank" to which the Controller alludes in his correspondence, proved a disastrous speculation. The bank in question was the Eighth National, and when it failed, it closed on the amount the commissioners had, contrary to law, deposited there. This amount was nearly $14,000, but the bank has given back sixty per cent. of the amount in dividends.

The records of the criminal courts for the past two years show a proportion of crime to have been committed by youthful offenders, while under the influence of intoxicating liquors, larger than at any time previously in the history of New-York.

It is understood that one commissioner usually discharges the duties of the board, each one taking a week in his turn, so the City has the benefit of each commissioner's valuable services once in every three weeks. Such distressing labors, and productive of so much to the community, cannot soon be forgotten, even though they have been well paid for. Mayor Havemeyer has now the opportunity of showing the Excise Board how much the people owe to them, and how much they owe to the people. He can relieve them from the further worry of office, so that they may recuperate in Europe or elsewhere.

The Workingmen's Union.

The Workingmen's Union met last evening in the Sixth Judicial District Court-room, Mr. Isaac Wood in the chair. The reports from the different trades being called for, Mr. Blair, of the Packing-box Makers, reported a small strike in Brooklyn. The delegate from the masons reported again the Fourth-avenue difficulty, asking for the appointment of a committee of three from the Union. A resolution passed by a meeting of the Stone-Masons' Society was then read by the Secretary, to the effect that the Harlem Railroad Company should be compelled to adopt the eight-hour system on their work on the Fourth-avenue line.

Mr. Griffin read the law authorizing the sinking of the track on the avenue, claiming that the contractors are violating the Eight-hour law in compelling the masons to work ten hours. He asked for the appointment of a committee to meet with the masons, carpenters, and other trades, on Saturday evening, at Germania Hall, to take the subject into consideration. Short speeches were made by the delegates, in which they differed as to whether or not the Fourth-avenue improvement is a public or a private work. Messrs. Daly, Kelly, and Rice were appointed the committee to attend the proposed meeting.

Mr. Griffin reported as to the progress of the four bills put before the Legislature by the Union—the Tenement-house bill, one relating to the apprentices, the Life and Limb bill, and another giving workmen a lien on property for their work. Mr. Griffin asked for instructions as to which bill he should insist upon having passed first. A long and somewhat personal debate ensued, and it was finally resolved to instruct the committee to urge the passage of all four bills.

The Gilbert Elevated Railway—Opposition to the Sixth-Avenue Route.

Quite a large meeting of property-owners on Sixth-avenue and streets adjacent, opposed to having the elevated railway on Sixth-avenue, corner of Sixth-avenue and Forty-second-street, Mr. E. A. Morrison presiding.

The committee to whom the matter was referred, reported that there was a growing feeling along the avenue against the road, and that the company had assured them that they would not oppose any efforts to change the route, provided that a route not disadvantageous to the road be selected. Committees to employ counsel, and to raise funds were appointed, and a resolution declaring that the citizens ought to be consulted as to the route, was passed.

The School-Ship Mercury.

The school-ship Mercury, which left this port on the 18th of November last, on her annual cruise, returned yesterday morning, and is now at her anchorage off Twenty-sixth-street, East River. The voyage was entirely uneventful, aside from the death of one of the boys, Michael Latell, who fell from a yard-arm to the deck on the 23d of February, and was instantly killed. Much progress was made in seamanship by the lads, and the health of all on board is excellent.

The Masonic Fair.

Large sales were effected during the past week at the Masonic Fair, and the interest in the good work does not seem to abate. The excitement relative to the voting for the swords and P. M. jewel still goes on, and for the former D. G. M. Thorne, Sir Knights Roome, Buck, Conover, and Goodall closely contest for the coveted prize, and for the latter there are no less than forty-five candidates before the fraternity. W. Brother Scott, of the York Lodge, appeared, however, to be leading the race.

The Tammany General Committee.

At the regular monthly meeting of the Tammany General Committee, last night, Jno. W. Chanler presiding, the Treasurer reported a balance of $1,127 in the treasury. The Naturalization Committee also reported that $2,296 had been paid for naturalizing citizens, and that there was a balance of $87 remaining. The committee soon after adjourned until the first Thursday in May.

The orators chosen to compete at the prize rhetorical exhibition at Williams College, July 1, 1873, are: From the Junior Class—H. H. Ballard, Williamstown, Mass.; W. T. Day, Elizabeth, N. J.; Chas. B. Hubbell, Troy, N. Y.; Chas. H. Watson, Brooklyn, N. Y.; W. B. Wood, Gilbertsville, N. Y. From the Sophomore Class—C. B. Bullard, Lee, Mass.; J. H. Corwin, Newburg, N. Y.; J. H. Polhemus, Newark, N. J.; Fred. Rollo, Stephentown, N. Y.; J. Tomlinson, Rondout, N. J.

ERIE INVESTIGATION.

Testimony of Mr. Ramsey About Employing Counsel—Extraordinary Simplicity of a Lobbyist—Profitable "Talk."

Special Dispatch to the New-York Times.

ALBANY, N. Y., April 3.—The Erie Investigating Committee had Barber and Van Vechten before them this afternoon. Barber was cautious. He could recollect nothing which it would be inconvenient to remember, and all the questionings of the committee only discovered the full extent of his loss of memory. He wriggled uneasily under the sharp inquiries as to his methods of influencing legislation, and could only remember that they consisted in his walking up and down in the Capitol.

Van Vechten took the stand with a story all prepared. He was so eager to tell the committee about it that they could not ask questions rapidly enough for him. Being soon tripped up and convicted of contradicting his testimony previously given, he floundered about ridiculously, lost his temper, and began to scold the committee for exceeding their powers. Checked in this by Mr. Wicht, he was subjected to more awkward questions, and finally left the stand in a very confused state of mind.

Both these witnesses will again be placed on the stand to-morrow if the committee meet. The investigation is watched with intense interest, the committee-room being crowded all the time.

Dispatch to the Associated Press.

ALBANY, April 3.—The Assembly Erie Investigating Committee met in the Court of Appeals Room this afternoon at 4 o'clock.

Joseph H. Ramsey, examined by Mr. Stickney, testified that in 1872 he went to Messrs. Southmayd & Hale to see what could be done in securing the repeal of the Erie Classification act. After the bill was introduced, had an interview with Mr. Sickles in New-York, and Mr. Barlow, as to the suit; also with Mr. Swan, a prominent English stockholder; I talked with members of the Legislature about it; I was requested to employ counsel and select them, to appear before the Legislative Committee; one was ex-Senator Angel, also Mr. Johnson Bancroft; Bancroft was to employ some one at Elmira; Van Valkenburg was employed to learn what means were used by the other parties to prevent the repeal; I paid these parties; the amount was $1,800; do not know of any other money being paid; this money was provided by the English stockholders to employ counsel; have no knowledge of the use of other money paid to other persons. Don't know of any means taken to oppose the passage of the Pro Rata Freight act. Do not know of any money paid at the last session of the Legislature to influence legislation.

To Mr. Wright—Know of counsel appearing for the Central and Erie Railroad Companies before the Committee on the Pro Rata Freight bill. Can't tell how much. Do not know of the Central employing anyone for any other purpose. My impression is that I saw Mr. Diven here about that time.

To Mr. Carpenter—In Erie matters I was acting on my own account, and at the request of those interested in the repeal. I meant that Mr. Van Valkenburgh should find what corrupt means the opponents were using. I understood Mr. Van Valkenburgh to report that he was unable to trace what means they were using. From his investigation, I was led to believe that no corruption was being practiced, but from reports and rumors I was led to believe there was. Mr. Angel appeared before the committee as counsel. Those I employed appeared in the committee's room, but made no arguments. In December I had a conversation with Gen. Barlow in reference to bringing suit, and found there had been a consultation on the same subject. I advised him to employ assistance, and named Mr. Hale and Mr. Smith, who were employed.

To Mr. Babcock—Smith was not employed in consequence of his being a member of the Legislature; it was in December; at that time we had it in contemplation to secure our remedy through a suit; I know Gen. Barlow did not take compensation; we offered it, but he would not accept.

To Mr. Wright—I think I saw Wm. H. Vanderbilt here during that time; I saw him here at the Delavan House; did not know of his using money.

A. D. Barbour was sworn and examined by Mr. Stickney. He testified: I reside in Utica; have been here several winters; while here I look after my interests, whatever I have, and also the interests of my friends; I look after their interests in all directions—sometimes at hotels, at the Capitol, on the streets; I have been often engaged on matters before the Legislature; can't say that I have been engaged in lobbying, because I do not know what you mean; if you will tell me what you mean by it I can tell; you may consider that I am.

To Mr. Wright—In my sense of the term I am not engaged in lobbying.

To Mr. Stickney—I am engaged talking to members of the Legislature; I am not a member of the bar; I think I have appeared before committees and made arguments; three or four years ago I appeared before the railroad committee; can't tell the exact time; never used any other means than talking. Don't recollect of ever paying money to members of the Legislature. Know I have not for the purpose of influencing legislation. Do not say I have not paid them money for any purpose. Have a bank account in Utica, and in the Union Bank of Albany. None other. Had an account at the Mechanics' and Farmers' Bank here, in which I had no interest. Am not a member of any firm. Never to my knowledge have I had any account in the Mechanics' and Farmers' Bank in Albany since 1868; John D. Otson is a railroad superintendent; don't know of his keeping a bank account here; have not been in the habit of getting checks cashed in Albany banks; saw Otson in New-York a few weeks ago; in 1872 I think I received $2,500 from the Erie Railroad; the largest I received was $5,000. Never, as I recollect, received $45,000. I see by the papers that I received that amount from Fisk, but I have no recollection of receiving it. I recollect being in the Erie Railway office and signing a voucher, but I do not recollect receiving any money at the time. I have signed vouchers without receiving money. I have no recollection of receiving $45,000 at any time. Have no recollection of receiving money from Mr. Gould, but I do not say positively that I did not receive it; have been intimate with Mr. Van Vechten; we combine our influence; don't know that I authorized him to receive money for me; he has done so from the Erie Company—from Fisk and Gould; he paid the $4,000 he received on the 10th of April, 1871, to me; that is said to have been for my services; I am not a lawyer; according to your construction; I could not have rendered any legal services. I did what Mr. Gould desired of me. It was to look after his interests in legislation. I do not recollect what I did on to-day I paid the $4,000 for. Remember that there was a bill passed called the Erie Classification bill. Know that there was a bill to repeal that act, but don't recollect when these bills were up. Did not give anybody else any of that money. I know enough to know better than that. Am not aware whether Van Vechten has an account in the Mechanics' and Farmers' Bank. Can't tell what legal services I performed for the $2,500. Did not remember of taking any part in opposing the repeal of the Classification bill.

Witness was shown a voucher in 1870 for $1,000, and said he could not tell what services he performed for it; another for $500, and could not tell what he did for it; also a voucher for $750, which amount he had no recollection of receiving, but supposed he did; also another for $1,000; he received these amounts for services to the satisfaction of Mr. Gould; another for $4,750, which he did not recollect receiving; this was for general counsel and legislative expenses, but could not tell what they were; they were satisfactory to Mr. Gould or he would not have paid the money, and satisfactory to me or I would not have taken it; received from other parties large sums—as large as $50,000; have never kept an account of them; have received large sums from John B. Hutcheson—sums as large as $40,000 and $50,000; have received sums from Mr. Vanderbilt; can't give the amount received from Dutcher; think I received sums two or three times from him; have no recollection how much I received at a time. Don't know as I received money from him during more than one session of the Legislature. I used the money for my own purposes. I paid a note for $50,000 with a portion of it. I paid a note which I gave in New-York. It was John A. Kennedy's note which I indorsed. He was formerly Superintendent of Police. It was about the 1st of May. About the time I received the money from Dutcher. Don't know as it was when the pro-rata freight bill was pending. I saw Dutcher several times. He paid me the money for looking after his interests in the Legislature. Don't know as any money was paid by myself to Van Vechten, or to members of the last Legislature. Never heard Van Vechten say he had paid any member any money. "What did I do?" Why, I talked. "Who did I talk to?" Why, to members of the Legislature. "What did I do for it?" Why, I walked up and down the hall and talked to members. Yes, I got $60,000 for that. Do not recollect what bill it was. I was to keep him advised of all that was going on. Could not state what I was to do particularly. Don't know as it was for anything that I was to do, except influence legislation. I considered it for services rendered all during the year. There were other services. I was to attend to their call when wanted. Dutcher never asked me to account for that money, nor any part of it. I do not call my services lobbying. It is called that. I have no other business here than what you call lobbying; don't know as Van Vechten got any money from Dutcher; never told Dutcher that I had paid any of the money received from him to members of the Legislature; do not recollect estimating any such thing to him; think I would consider it a serious matter for a member of the Legislature to receive any money in any such way.

Mr. Stickney—Would you consider it praiseworthy on the part of a member of the Legislature to receive money under such circumstance?

Mr. Barbour—That is a question I don't think I am obliged to answer.

Mr. Tremain (who sat behind the witness) said he thought counsel (Stickney) was pushing the witness.

Mr. Barbour said he would not answer the question unless directed to by the committee.

Mr. Wright, of the committee, inquired if Mr. Tremain appeared here for any one?

Mr. Tremain said he appeared as counsel for the witness.

The question was not pressed, and witness continued:

If I had said so I would recollect it to-night; kept an account in Bowling-green Savings Bank up to the time it failed. My partner might have signed checks "A. D. Barbour & Co." My partner's name is John V. Green. He resides in New-York. Don't recollect any transaction with any member of the Legislature of 1872; can't swear positively. I did not purchase any property of a member of the Legislature of 1872. May have lent money to some member, but don't recollect doing so; will not state I did not; think I did to several. I do not recollect to which body they belonged. If I lent any it was a small sum. I regard $1,000 a considerable sum. I have known Dutcher many years. First saw him at the Delavan House in January, 1872. Don't know who was present. Can't say when he first paid me money. Can't say whether I was here or in New-York when he paid me the $50,000. Don't recollect whether it was in bills or checks; it may have been in bills. Think I deposited part of it here and part in Utica before I paid the note. I cannot state more particular what I was to do for that money than I have stated. I have no agents or clerks here.

Mr. Wright—Will you swear positively that you did not tell Dutcher you paid part of that money to members of the Legislature?

Witness—I will swear positively I have no recollection of telling him so; I do not recollect stating to him or any one else what I had done for that $50,000; don't think I received or st